

# The Hongkong Telegraph.

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#### BIRTHS.

On the 27th April, at Singapore, the wife of A. L. R. VAN RENNESSE, of a daughter.

On the 3rd May, at Shanghai, the wife of HEZDEGO of a son.

#### MARRIAGES.

On April 24th, at Kobe, HERRMANN HENRI, of Chemnitz, to ANITA, daughter of E. Dos Remedios, of Kobe.

On the 27th April, at Singapore, BERTIE GILL MARSH, to ELORENCE MARY WILLIAMS ROBERTSON, niece and adopted daughter of Colonel Robertson, of Melbourne, Australia.

At the Church of the Sacred Heart of Jesus, Hongkong, on the 3rd May, 1905, by the Rev. Father Savary, S.J., Miss FRANCISCA X.B. SOZAR, youngest daughter of Mr. and Mrs. P. Rosario, to Mr. A. M. GUTIERRES, eldest son of Mr. A. P. GUTIERRES, of Hongkong. No cards.

#### DEATHS.

On the 23rd April, at Lioyang, Manchuria, MARGARET COOMBS, wife of Dr. A. Macdonald Westwater.

On the 28th April, at Kuala Lumpur, MARIE ANNABEL, wife of Logan Tod.

At Singapore, on the 29th April, EDWARD HENRY KLINE, aged 32 years.

## The Hongkong Telegraph.

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, MAY 13, 1905.

### THE CHINESE GOVERNMENT AND THE MACKAY TREATY.

(May 6th.)

Hongkong might well emulate the example set by the public-spirited mercantile community of Shanghai in strenuously striving for their rights and rigorously setting forth their claims to justice when matters of public moment are concerned. To take the two most recent examples of this argument which has characterised the merchants of the northern port, we have only to recall the action taken by the shareholders of Farnham, Boyd and Company, in issuing a circular setting forth their demands, and the protest, addressed to Lord Lansdowne, by the leading firms of Shanghai, on the subject of the evasion of the terms of the Mackay Treaty by the Imperial Chinese Government. Here in Hongkong, protests, when they are heard at all, are confined to desultory discussions at the Club, or conversations between aggrieved individuals; but when it is proposed to formulate these protests in concrete shape the promoter of the movement meets with but indifferent support, and often receives but scanty thanks for the energy and loss of time he has given in the interests of those who, with him, recognise that their grievances need redress. It is seldom that in Hongkong a combined representation is made when matters of public importance demand the action of a combination of the different bodies in order that weight may be given to those representations. The Chamber of Commerce is regarded, on the whole, as the chief body in which is vested the power of conserving the interests of the mercantile community of Hongkong. No one will gainsay the fact that the functions of the Chamber have at all times been discharged with the utmost precision in the protection of the interests which come within their sphere of influence; but there are times when even that cosmopolitan body may not exercise the power which a combination of personal representations would have, independent of the action of the Committee of the Chamber. Shanghai lost no time in invoking the aid of the Chamber of Commerce when Mr. Edward S. Little pointed out in the columns of our senior morning contemporary in the Settlement that the Chinese Government had seriously and persistently evaded its obligations and responsibilities under the Treaty concluded by Sir James Mackay on behalf of Great Britain in 1902. It may be said that the larger interests affected in the North demand greater promptitude of action; but nevertheless our own interests in the South have to be safeguarded, and it is not greatly to the credit of the mercantile community of Hongkong that the articles of the Treaty affecting the commercial interests of this port should have been allowed to remain in abeyance for so long a time, with only periodical protests on the part of the Press against the apathy of the Imperial Government of China in carrying out the undertakings solemnly entered into under the Mackay Treaty. The question of the national coinage of China affects us quite as keenly as it does Shanghai. The provisions of Article 2 have, so far, been allowed to fall into desuetude and our monetary system remains wedded to that of China with all its uncertainties and anomalies. Dissatisfaction is bound to exist where business is carried on with a currency which has no stability in relation to gold—the currency of the countries whence we obtain our imports. The *ikin* question continues in the unsatisfactory position it has occupied for years. No attempt has as yet been made to give effect to the provisions of Article 4, which has reference to the relative position of Chinese and British shareholders in British joint stock companies. It is a sore grievance that in cases where Chinese subjects become shareholders of public companies registered under the English Acts no redress can be obtained through the Courts in compliance with the articles of association of British companies. For some time past, notifications by the Imperial Maritime Customs have appeared in the local Press calling for tenders for the removal of the artificial obstructions to navigation in the Canton river. As is well known, these obstructions are a serious hindrance to the shipping which enter at and clear from the port of Canton. By the Shanghai Treaty of 5th September, 1902, the Chinese Government undertook to remove those obstructions "within two years of the signing of the treaty," and in strict accordance with the letter of the compact these obstructions should have been removed before the close of 1904. Yet they exist to the present day, and the slow progress of the work must be put down to the apathy of the Government, who regard with so much indifference the solemnity of the undertaking they entered into, disregarding the letter as well as the spirit of the compact. By Clause 1 of Article 5, the Chinese Government also agreed "to improve the accommodation for shipping in the harbour of Canton, and to take the necessary steps to maintain this improvement, such work to be carried out by the Imperial Maritime Customs and the cost thereof to be defrayed by a tax on goods landed and shipped by British and Chinese alike according to a scale to be arranged

between the merchants and Customs." These improvements are yet far from being completed and although the reclamation of the river front has been initiated, it is in a far greater measure due to the enterprise of private individuals and firms than to the outcome of any desire on the part of the Imperial Chinese Government to carry out their obligations under the Treaty. To go into details regarding the non-observance of the stipulations imposed on the Chinese Government, and the efforts made by Sir James Mackay to place his compatriots on a better footing, would greatly exceed the scope of a single article. There is sufficient evidence to indicate, however, that in the South, as in the North, the Chinese Government have treated the subjects of Great Britain in this part of the world with that inconsiderateness and levity which has marked the attitude of that Government ever since the days of Sir James Macartney, when our Ambassador was held up to the Eastern world as a tribute-bearer to the Son of Heaven.

### HONGKONG'S RIVAL.

(8th May.)

Quite recently we announced in our columns the fact that the authorities in the Philippine Islands are using their best endeavours with a view of fostering the shipping trade of the port of the capital of the islands in order to make Manila the distributing centre of the trade of the Orient. As was then stated a committee had been appointed to investigate the harbour regulations and the restrictions which hamper American and foreign trade, and to promulgate a plan for their improvement. It was also to inquire into the working of the harbour regulations, and to consider the question of lowering the port and harbour dues, so that Manila may become the distributing centre from Singapore to Manchuria. The greatest reliance is placed on the character of the new docks to attract shipping. It is pointed out that large steamers are unable to approach within fifteen or twenty miles of Shanghai, while at Hongkong and Singapore ships must lie out in the roads, on account of the lack of docking accommodation. By using the new docks, now under construction in Manila, vessels can load or unload with the same ease and facility as they can in New York or Liverpool. Following upon the programme comprising the scope of the Committee's inquiry we learn from the latest Manila exchanges, that the Commission has adopted a resolution authorising the engineer in charge of the improvements of the port of Manila to advertise for bids for the construction of two wharves, both of concrete and steel, one 70 feet wide and 600 feet long, and the other 110 feet wide and 650 feet long. The appropriation for the payment of these wharves is to be made when necessary from the present or future public improvement bond issue. It is the opinion of the responsible authorities for the greater commercial development of the port that the resolution settles the very important question as to whether the Insular Government is to own and control the wharves connected with the harbour improvements, or whether private concerns are to construct and manage them. Evidently the Commission has thought it wise to retain the power in its own hands. This may, or may not, be considered a wise step, but following our own example, commercial interests in undertakings of the kind just decided upon by the Manila Government could better be carried out and more economically controlled by private enterprise rather than as a State venture. In our own Colonies it has been accepted as an axiom that Government interference in what pertains to the sphere of the commercial individual, is to be avoided. The recent expropriation of the Singapore Docks is so exceptional in its character, that the taking over of the property to be "run" by a Trust, is justified on grounds of public necessity. In addition to the two wharves contemplated by the resolution of the Philippine Commission the Military has a reservation next to Engineer Island where it will also erect warehouses and build wharves. It is to be presumed that later longer wharves will be built, 500 feet being considered scarcely long enough to accommodate the big ocean liners. It is a large project that Major Townsend, the engineer in charge of the harbour improvements, has in contemplation. At the south-west corner of the reclaimed land he proposes to build a structure of stone or concrete to be filled in the middle and made a solid wall which will serve the double purpose of preventing the mud from flowing into the dredged portion of the harbour during the monsoon season, and of a wharf. Between this wall and the two wharves which have just been provided for, five or six more wharves will be constructed. So that, in the aggregate, a considerable outlay will be spent in providing the port of Manila with all the conveniences that should be called into existence for a really first-class entrepot of trade. But while Government efforts tend to extraordinary energy without the aid of enterprise on the part of the citizens of the island, the authorities' best efforts will meet with but indifferent success in the end. It is, moreover, the firm conviction of those who are best able to form a correct judgment that trade could hardly be fostered unless the Tariff and Immigration Laws undergo radical changes in favour of the Islands. Until the necessary amendments are effected the idea is but an utopian one seeking to render the southern port a rival for excellence of European and American trade with the Orient.

### THE CRIMEA AND MANCHURIA.

(9th May.)

Those whose knowledge of modern history has not grown rusty by long association with everyday commercial affairs may have remarked the many obvious points of resemblance between the genesis of the great struggle of half a century ago and that of which Russia and Japan is in the midst to-day. If such be the case they will likewise not have failed to notice the strong general likeness in the conditions of the conflict. The campaign in the Crimea inflicted the minimum of disturbance upon mankind, while the present strife between the Western and the Eastern Powers, however desperate it may prove, is interfering as little as might be expected with the progress and happiness of the world at large. The harm which the belligerents can do one to the other is practically confined to their fighting men, for it is impossible for either side to strike at the heart of the other. Whatever success may attend the advent of the armada in the China Sea it does not seem likely that the troops of the Tsar will ever be in the vicinity of Tokio, and it is equally improbable that the Mikado's armies will sweep across to the Russian capital. The war is one of endurance with financial staying power the most important factor in the termination of the struggle, and in this respect it appears to have been generally assumed that Russia must outlast Japan. But when one realises that, although the revenues of the former are vastly greater than those of the latter, her expenses are proportionally greater that conclusion can scarcely be said to be sound. It was the constant drain on her resources that brought Russia down in 1854, when England was just beginning to feel strong enough to do some real damage in the field, and would have done it if France, for reasons of her own, had not been so anxious for peace. Then as now the Russians departed from their usual practice and landed themselves in trouble from not being able to believe that their opponents could be in earnest. Indeed the analogy between fifty years ago and to-day is remarkable as can be further illustrated by quoting the words in which Hamley sums up the results of the Crimean campaign. "For a whole generation," he says, "the world continued to have the benefit of the war in the enforced quiescence of Russia. Her wounds were too deep to permit her during that time to attempt measures of aggression, or to indulge a desire to disturb the peace of the world. And this result proved that the point of attack upon her had been rightly and fortunately selected. The small proportion of coast line she exposes to the descent of an invader, the immense distances from the extremities to the heart of the Empire, the scarcity of roads, the rigours of the climate, all rendered the attack of the Western Powers upon Russia, a nearly insoluble problem. But, on the other hand, when once she had resolved to bring all her resources and all her might to bear on the defence of Sebastopol, these conditions turned against her and rendered her course absolutely ruinous. Her troops were obliged to traverse enormous spaces to reach the point of conflict, the length and bad condition of the lines of communication rendered the supply of the Army difficult and extravagantly costly, the winter brought untold losses to the columns moving through mud and snow and exposed to piercing winds. The requisitions for supplies and transport disorganised Southern Russia and ruined its husbandry. Every failure on the part of the Allies, every gleam of hope which induced Russia to send fresh reinforcements to the Crimea only served to prolong the terrible stress which was exhausting her." Such words were written concerning the war of just over fifty years ago, and if applied to the operations in Manchuria since the commencement of the conflict with Japan adequately express the condition of affairs which have existed there for months past.

### KAMRAHN AND HONKOKU BAYS.

(10th May.)

During the past few months there has been a great shifting of the balance of power in Europe, owing, first, to the war between Russia and Japan, and, secondly, to the genuine cordiality between England and France. Everyone must have noticed that the Dual Alliance between France and Russia has been growing weaker day by day, and although much has been made out of the alleged breach of neutrality on the part of France in permitting the Baltic Fleet to remain for so long in territorial waters along the Annam Coast, the reassuring statements from the Government of Indo-China should go far towards minimising the danger of international complications, which at one time looked so threatening. It is but natural that the Japanese Government should regard the coaling of the Baltic Fleet in such waters as a serious breach of neutrality, and in the earlier stages of the squadron's long journey to the Far East undoubtedly communicated with the several European governments in this sense. These communications were viewed in the nature of a formal protest, and the Governments addressed have certainly been given to understand that, in the, now improbable, event of the fleet doing damage to Japanese commerce, claims for compensation would be lodged against the Powers concerned by the Mikado's Government. Meanwhile, the British Admiralty have not lost sight of the possibilities of complications arising and long since caused inquiries to be made, with the view of ascertaining the particulars

of all the ships, with their crews, of British register and origin, attending the Russian warships as transports or colliers. It was recognised in official quarters that the capture or sinking of any of these British ships might raise very delicate questions, notwithstanding, of course, that such ships by engaging themselves to the Russians, might have placed themselves out of British jurisdiction. It may be assumed, however, that vessels engaged in this trade after discharging their cargoes will clear out to neutral ports as in the case of a couple of colliers arriving here yesterday, as it may be taken for granted that nine-tenths of them would be unable to offer any resistance to the Japanese who would capture rather than sink them. When once the transports have discharged their cargoes and left the dangerous vicinity of the Russian fleet and entered a neutral port such as Hongkong, the difficulty of again getting off with a contraband cargo will be found to be more real than apparent.

### RUSSIA'S INTERNAL AFFAIRS.

(12th May.)

Elaborate accounts of the recent fights in Baku, and in Russian Poland, continue to fill the home papers, and it is evident from these that Russia's internal affairs are in an exceedingly bad way. It is hardly to be believed that a time of the true condition of things is allowed to filter through, even if there were foreign residents on the spot to give an unbiased report of what was happening; but in all conscience, what we are allowed to hear is bad enough. When we are told that in Baku the Armenians and Musselmans took to fighting without warning, without rhyme or reason indeed, that 2,000 were killed in two days, and that only the combined exhortations of the chief Armenian and the Musselman pastors secured a cessation of the internecine conflict, we are afforded a strange sidelight on Russia's affairs. Every other day there are revolutionary outbreaks in Poland, although for the most part the Poles show their resentment to Russian rule by continuous strikes, and an occasional outburst against the Russian officials. It is held that the Poles would rise in revolution to-morrow if it were not that they fear Germany would flood the country with troops (with the acquiescence of the Tsar), ostensibly to prevent a recurrence of the ferment in German Poland. In the interior, landowners are always liable to the blind fury of the peasantry, and some few isolated cases where mansions have been burned, cattle mutilated, and the landowner and his family put to death, manage to find their way into the foreign press; but it may be assumed that for all that are brought to the notice of the outside world, hundreds of tragedies occur which are never heard of. Finland is still in a smouldering anger that their constitution should have been superseded by Russian autocracy. In the great towns, assassinations are of daily occurrence. The question is—where will it all end? It is quite clear that, taking Russia as a whole, the people are still in the barbaric stage, and if that is not due to the lack of provision for education among the common people, to the autocratic and high-handed dealings of the big landowners, to the fierce denunciation of all things Russian by the Nihilists, then who is to blame? It has been said that Leo Tolstoy is the only free man in Russia, mainly because his mystical dreams and his socialism never come true. But Russia is gradually reaching a stage when her leaders are bound to recognise the dangers which threaten the country from within. Is it too much to hope that one of the direct results of the war with Japan will lead to such a searching of heart, that the political leaders of the Empire, whose people are centuries behind the civilised world in thought and action, may be roused to a sense of their duty to the masses, so that European Russia may not remain a disgrace to Europe and a menace to the progress of civilisation?

### MACAO-CANTON RAILWAY CONVENTION.

(10th May.)

On various occasions we have referred to the amazing Convention signed by Senhor Castello Branco, acting on behalf of the Portuguese Government, and the Chinese Government on the subject of the construction of a railway from Macao to Canton; and now that the Portuguese Parliament is sitting and the question is before the country, it may not be out of place to consider some new aspects of the Convention which have appeared as the result of a virulent newspaper controversy in Lisbon over the (alleged) Convention, and into which the *Hongkong Telegraph* has been dragged. In the first place, it should be borne in mind that this Convention now before the Cortes is not the first of its kind. Shortly after the Boxer trouble Senhor Castello Branco was appointed to arrange with the Chinese Government the terms of the delimitation of Macao; and to secure a concession for the building of a railway to connect Macao with Canton. The idea was so commendable and seemed so simple that nobody considered there would be the slightest difficulty in arriving at a satisfactory conclusion; but that only showed how they had failed to realise the brilliant incapacity of Senhor Castello Branco. When the Minister returned from China, and presented his wonderful Treaty to the Portuguese Government, it bristled with so many blatant absurdities that it was unanimously cast out, and the Government refused to ratify it at any cost. That did not affect the great and only Senhor Castello Branco, nor does it seem to have affected his admirers; for His Excellency was again

appointed to proceed to China in order that negotiations might be re-started for the conclusion of more satisfactory conditions under a new Convention. For the second time, then, at great expense to his Government, Senhor Castello Branco embarked on his mission to China, and he succeeded in drafting another Convention with the Chinese Government. So satisfied with the terms of the new agreement were the Chinese officials that they must have chuckled in their long sleeves at the simplicity of the guileless and unsophisticated Portuguese Minister. This was not the descendant of those old-time heroes who wrangled kingdoms from all parts of the world by force of the sword or by their agility of brain. Here was a Minister after one's own heart, who saw no spots on the sun and understood diplomacy to mean something like the conferring of benefits on the other party without hope or wish of a *quid pro quo*. It was an important task which had been assigned to Senhor Castello Branco, but he finished it blithely, and it was only when some ill-mannered outsiders reviled him and his work, called him an imbecile, incompetent and fatuous, that his pleasant dream of being recognised as a sort of saviour of his country, and of Macao in particular, was shattered, or at least shaken; for no one could hope to demolish the self-complacency of the gallant Senhor or his hypnotised supporters. It was two years ago when the Minister came out to China, and about the end of last year the texts of the Treaty and of the Railway Convention were reproduced *verbatim* from the Shanghai papers in the press of this Colony, not excepting our local Portuguese contemporary. As the question of the Macao-Canton railway affected—or was considered to influence—in no small measure the commercial interests of this Colony, provided the enterprise was brought to a successful issue, we gave it more than the usual prominence which would otherwise have attached to a mission so little creditable to the official in charge of its success, and to the European element in general. As we have submitted before, there can be no question that the Convention proposed to reduce the citizens of the Portuguese Colony—whose interests Senhor Branco was supposed to protect and promote—to a blind subservience, subject to the beck and call of the Chinese Government. In other words, instead of "one king, one flag" the Portuguese interested in the railway, would under this extraordinary Convention, have become nominal Chinese subjects living, however, under the protection and rule of King Carlos. A more anomalous and absurd proposition was never suggested, yet Senhor Branco calmly agreed, apparently, with the Chinese representatives that he saw nothing ridiculous or lopsided in it. It would be futile now, after having previously commented on the sublime fatuity which acquiesced in the arrangement whereby everything was in favour of the Chinese Government and nothing left for the concessionaries of the Portuguese Colony even if the railway was laid down, to go into the Articles *seriatim*. Chinese diplomacy had outwitted and hood-winked the simple Minister Branco, and there was nothing left for him but to consider himself an exceedingly smart fellow, and present the draft Agreement to the Cortes, where, no doubt, he would be feted and lauded. We have pointed out, however, how derogatory to his Government and to his compatriots were the terms of the Convention, and we urged that the Portuguese Chamber of Deputies would do well if they rejected the Convention absolutely and utterly. Nor were we alone in our denunciation of an Agreement so idiotic in its conception on the part of the Portuguese official. Our local contemporaries had some trenchant criticisms on the subject. So also, had one of the Shanghai papers, while the local Portuguese organ, *O Porvir*, had several scathing and biting articles, which all bore out the correctness of the attitude we had assumed in respect of the Convention. It would appear that every number of the *Hongkong Telegraph* dealing with this question was forwarded to Lisbon, carefully collated, and translated. By the last mail from home we received a batch of Portuguese papers in which the articles from the English press of Hongkong were reproduced in the columns of the Portuguese Republic journal, the *Vanguarda*, and in thirteen open letters to that paper by Mr. F. Marques Pereira (who, by the way, holds a high position in the Department of Marine and the Colonies), the Portuguese Minister's mission to China was made the subject of unfavourable and unparrying criticism. The Macao-Canton Agreement received special notice, and the trenchant comments of that able and erudite writer expresses public feeling in the Portuguese metropolis as regards the result of the mission, which was so miserably carried out by the representative of the Portuguese King and his countrymen. This writer's communication on the subject of the Macao-Canton Railway Agreement came at a most opportune moment. The Cortes was on the eve of re-assembling on the 6th ult., and it was essential that the Deputies, as well as the people generally, should understand the question at issue. That Mr. Marques Pereira has succeeded in giving effect to the protests against the ratification of the Convention, there cannot be the slightest doubt; for, if public opinion can be taken as any criterion, Minister Branco is the subject of popular ridicule. The ludicrous position of the whole affair, is attained when the defence of Senhor Castello Branco's pet Agreement is taken up by the *Progressista* journal, *O Popular*. In that lively print, there is a violent tirade directed against all those who have dared to criticise



being attended with by celebrity, and that the ordinary routine of business was going on without any persons present, including Sir Paul Carter, Captain Owen Wilkes and Messrs. E. C. Wilkes and W. C. Jack, many shareholders and some of the dock officials. As soon as it was slack water the order was given to "let her go," and one of the operators immediately cast off the last remaining line holding her to the slip-way. The coffer-dam started down the greasy ways, and slid into the water, where she was at once taken in tow by the tug-boat *Robert Cooke*, which had been standing by, and which towed her alongside the company's wharf, there to receive her finishing touches. The launching was a great success, the coffer-dam taking the water with her "canting" as it was well expected she would do on leaving the slip-way. The dock officials then turned their attention to the day's business, as if launching huge coffer-dams was quite an every day occurrence. Air-trunks have to be fitted on the sides of her deck, after which the coffer-dam will be taken in tow—as at present believed—by the s.s. *Hongkong*, and transferred to the scene of the wreck of the *Sully* in Along Bay. Mr. William Barker, electrical engineer, who is running the electric department of Messrs. E. C. Wilkes' business, is, we learn, fitting up an electric lighting plant, which will be taken down to facilitate the "wage work," and enable the salvage operators to work in any required position, either above or below water. Being built entirely of wood, with the exception of the strengthening iron plates necessary to prepare her to withstand all conditions of weather and the strain of the work before her, and being thus very buoyant, the coffer-dam will be loaded with heavy cables along the sides in order to submerge her, besides having her tanks filled, as it will be necessary to "put her down" to the level of her decks, only the air-trunks remaining above water. The only difficulty apparently, presenting itself in the future operations, appears from the fact that the *Sully* lies, not straight up, but on a heavy list to port, and this will necessitate the coffer-dam being inclined to the same degree before submersion in order to get her into proper position to "fit" the *Sully's* bows. As she lay out in Kowloon Bay this morning immediately after taking the water, she presented all the appearance of a floating dock broken loose, but did not look so unwieldy as she did while still lying on the slip-way for the *Robert Cooke* easily towed her to her position alongside the wharf. The result of this launching, which in itself is an historic event for Hongkong, and of the future operations with her assistance will naturally be watched with the greatest interest, for if this last resort fails, then it means the entire loss of the *Sully*. But good results may certainly be hoped for, under the operations will be carried out under the direct personal supervision of Mr. W. C. Jack, assisted by Captain Owen Wilkes.

**THE ADMIRALTY'S OFFER.**

It is stated, on what is usually considered sound authority, that the Admiralty have decided to grant the services of a British warship to tow the coffer-dam to the Bay of Along where the *Sully* lies. No confirmation of this rumour is forthcoming, but in view of the *entente cordiale* and the fact that King Edward visited to France the other day evoked the most enthusiastic expressions of good-will, nor would be surprised to learn that the rumour is based on substantial grounds. If Great Britain really comes to the aid of the French Navy, this time, the feeling of camaraderie between the two navies, which has been cemented by bonds of friendship which it would be a great deal to sever, it may be remembered that once at Toulon, or near that great base, Nelson helped a French frigate, was in difficulties, although we were at war at the time. France amply repaid it at Samoa when the *Collopes* gallantly braved the typhoon and was the only warship, and only vessel, to win her way through the straits by cheering the British tars. It would be a pretty act of courtesy if Britain helps a friendly and neighbour to save the *Sully*.

8th inst.

The s.s. *Kongnam*, Captain Lewington, has been chartered to take the salvage party gear, down to the wreck of the *Sully*, and it is expected that she will leave early on Wednesday, and will, during the time that the salvage operations to render any assistance that may be required of her. Mr. W. C. Jack will proceed in charge of the salvage party consisting of a number of trained engineers, coolies, and divers, to superintend operations.

10th inst.

From the *Courrier Sologneais* we learn, no attempt will be made to refloat the *Sully* until the 20th inst. when advantage will be taken of the high tide in the morning, with the assistance of the cofferdam now on its way to the Bay of Along, to get the cruiser out of her perilous position. The meteorological report of to-day's date forecasts fine weather, and it is expected that, at the outside, the *Robert Cooke* with the pontoon will not take more than five days to reach the scene of the wreck, and that, continuing of favourable weather conditions success may attend this last attempt to save the valueless warship.

11th inst.

Captain Anderson, of the French steamer *Huileux*, which arrived last night from Hongkong, reports that at nine o'clock yesterday morning he sighted the *Robert Cooke* and the *Robert* towing the cofferdam about 40 miles S.W. of Ladrones. They were going at full speed, a everything appeared to be most satisfactory.

**HONGKONG GYMKHANA CLUB.**

Glorious weather has favoured the opening of the Hongkong Gymkhana Club, which has drawn large crowds to the Happy Valley this afternoon. The committee have arranged a capital programme of events, a tie together with the selections to be played by the band of the 2nd Battalion, Royal W. Kent Regiment is doubtless affording much enjoyment to the spectators.

The committee is as follows:—  
The Stewards of the Hongkong Jockey (Ex-Officio), Mr. P. Alderton, Capt. G. Ellis, R.W.K., Mr. J. Johnstone, Mr. J. A. Potts, Mr. F. H. May, C.M.O., Mr. G. H. Fitts, Mr. P. White.

Judge and handicapper—Mr. H. P. White.  
Judge of the scales—Mr. J. A. Jupp.  
Starter—Mr. G. H. Potts.  
And Starter—Mr. W. W. G. Ross.  
Time-keeper—Mr. J. R. Michael.  
Hon. Sec. & Treasurer—Mr. C. G. Mackintosh.

The Prefect of Wuchow is evidently a man of progressive ideas and is a great believer in education. Not long since it occurred to him that schools might, with advantage, be opened in the city so the request for the subvention of such schools was made to the authorities. He said, "These officials set out, but returned to their master after failing to do his duty, whereby the Prefect accompanied them around the city and entering many of the temples arranged that they should be turned into institutions for educational purposes. The houses were destroyed and the buildings cleared of everything that was likely to retard the work of those who will now be appointed to teach the rising generation of this great city."



## FIGHTING THE PLAGUE

## HOW THE INDIAN GOVERNMENT STRIVES

on a project at once with the British Minister.



## THE PO LEUNG KUK.

## SATISFACTORY FINANCES.

Several weeks since we referred to the immense value of the work being done in Hongkong under the auspices of the Po Leung Kuk, and have now to acknowledge the receipt of the report of the Society for the year 1904. From this we learn that the following twelve gentlemen were elected to act as managing committee for the twelve months under review:—Messrs. Chan Lau-hin, Cheung Shun-shan, Chau Hing-kei, Lam Shau-tung, Tong Lai-chun, Lau Pak-tong, Tsoi Tsz-chong, Tang Chi-nung, Tang Lam-kut, Chan Kan-hing, Chau Cheuk-fan and Lau Shiu-chun.

Mr. Lau Wai-chuen and Mr. Wei Long-shan continued to act as treasurers.

The balance to the credit of the Society on the 31st December, was \$15,815 compared with \$15,081.17 at the end of 1903. Of this balance, \$15,000 is a portion of the endowment fund and cannot be touched upon. The expenditure includes a considerable sum spent on adapting the floor of the Tung Wa Hospital dispensary to the uses of the Society and on furnishing it. The financial position of the Society is therefore satisfactory.

The subscriptions for the year amounted to \$8,175, as against \$5,711 in 1903, and \$7,243 in 1902. The committee in charge of the various religious ceremonies held on feast days at the Man Mo Temple subscribed \$1,994, and the Carpenters Guild and the Taitan Manufacturers' Guild have been disallowed and have therefore dropped out of the list of subscribers. The Society has to thank the Flour Guild, the Sandal Guild and the Boarding-house Guild for becoming annual subscribers as also the lessee of the Tai Ping Theatre.

The actual sum spent by the managing committee was \$8,132.19 compared with \$8,180.03 in the preceding year. Messrs. Lo Mui-shok and Fok Shiu-chi, kindly undertook the task of auditing the accounts.

The visiting justices during the year have been Mr. Chan A. Fook, Mr. Duncan Clark and Mr. Chan Siu-ki.

Monthly meetings of the permanent board of directors have been held, and have been attended by two or more members of the annual committee.

536 women, 102 girls and 31 small boys, making a total of 669 individuals, were admitted into the home.

The question of the best method of disposal of the young girls rescued from an immoral life has been the subject of earnest consideration and prolonged discussion. It was felt that the home was not altogether a satisfactory place in which to detain girls for more than a short time, and it was resolved to invite the assistance of the Italian Convent. The authorities of the Convent readily agreed to admit these girls, and now when the guardians of girls under 16 years of age are unable to find proper security, the girls are sent to the Convent. The society is extremely grateful for being relieved of a task which they felt themselves unable to perform satisfactorily.

The separation of the various classes of inmates of the home is carefully attended to, and an endeavour is made to give them regular instruction in needlework and in their own language and to keep their time occupied. The needlework teacher has been attached to the home for a number of years, but some difficulty is found in obtaining a suitable teacher of Chinese.

Towards the close of the year an offer was made by a European lady to pay regular visits to the home and instruct the inmates in needlework. This offer has been thankfully accepted and it is hoped that the girls will derive great benefit from the visits.

A severe epidemic of beriberi occurred during the summer. The women's quarters were vacated, and the inmates distributed between the Tung Wa Hospital and the Italian Convent. The society desires to express their thanks to both these institutions for their help.

## LICENSING SESSION.

## THE SAILORS' HOME.

The Justices of the Peace held a meeting this afternoon at the Magistracy to consider the application from A. A. Milroy, for the transfer of his adjacent licence and to allow him to sell spirits at the Sails' Home, 210, Victoria Road, West, to one Edson Stewart Crowl. The following Justices were present: Mr. F. A. Haselard (presiding), Messrs. G. N. Orme, W. Craig, and T. H. Hamer. Mr. Haselard stated that Captain Milroy was leaving the Colony on leave, and there was no police objection to the transfer. The application was granted unanimously.

## CRICKET LEAGUE.

The following is the League table up to date:—

Club.	Played.	Won.	Lost.	Drawn.	Points.
Craigswater...	18	12	6	0	36
Kowloon...	18	11	7	0	33
A.O.C....	18	11	7	0	33
H.K.C.C. "A"...	17	10	7	0	34
H.K. Police...	18	8	5	5	29
R.E....	17	8	5	4	28
R.G.A. 3rd Co....	16	6	8	2	20
Civil Service...	18	5	10	3	18
R.A.M.C....	16	4	12	0	12
Parades...	0	0	0	0	withdrawn.

N.B. 3 points for a win and 1 for a draw.

The best average for twelve matches and upwards:—

Club.	Player.	No. of Matches.	Aver.
H.K. Police...	P. C. Edwards	14	28.14
A.O.C....	S. M. J. Webb	13	25.4
Craigswater...	A. O. Braw	14	18.58
R.G.A. 3rd Co....	R. C. Braw	12	18
Kowloon...	S. Lightfoot	12	17.75
Civil Service...	R. W. Mitchell	13	16.9
R.A.M.C....	L. Harvey	13	15.4
H.K.C.C. "A"...	No return sent in.		

## S.S. "WO KWAI"

## ASHORE IN WEST RIVER.

News was received in Hongkong to-day of the wrecking of the s.s. *Wo Kwai* in the West River on Saturday last. The *Wo Kwai* is a vessel of 500 tons built by Messrs. Messers. Banker and Co. of this city, runs between this port and Wuchow. It appears from the report that on Saturday morning, when about three miles from Wuchow, the steamer struck the Jia-shou Rock, and was so badly damaged that she had at once to be beached, and at latest reports was half full of water, much of her cargo, consisting of piecegoods and cotton yarn, being damaged. The cargo is insured, with various local firms for a sum aggregating \$60,000, but we learn the vessel itself is not insured. Mr. Geo. Banker left to-day for the scene of the wreck, taking divers with him, and after an inspection will see about making necessary salvage arrangements.

## HONGKONG AND SHANGHAI BANK.

Owing to his departure for home, Mr. H. E. Tomkins, chairman of the Hongkong and Shanghai Banking Corporation, resigned his seat on the Board of Directors. Mr. H. A. W. Slade, deputy chairman, has been elected chairman in his place, and Mr. A. Haupt has been elected deputy chairman. Mr. F. Salinger (of Messrs. Rots & Co.) has been appointed to the seat on the Board vacated by Mr. Tomkins.

## COMPRADORE'S BANKRUPTCY.

## LOSSES ON SPECULATIONS.

Among a number of public examinations in bankruptcy which came before the notice of the Chief Justice (Sir H. Spencer Berkeley) at the Supreme Court this morning was that of Wei Ma Shek, a compradore, of No. 4 Chater Street, who admitted that his debts were \$23,629 and the assets between \$1,500 and \$1,600.

Replying to the Official Receiver (Mr. G. H. Wakeman) the debtor said that he was compradore to the Stockton Milling Company and had been so for three years. He lost about \$70,000 while he was with Messrs. Holliday, Wise and Co. on account of his giving security for certain purchasers who subsequently failed and he was unable to recover the amount from the firm. He owed Mr. Michael \$30,000 for shares in which he (debtor) had speculated. He had no property except the furniture belonging to him and there was no money owing to him. He found himself in difficulties about four years ago.

The Official Receiver.—Yet you have been trading for four years knowing that you were insolvent?

The Debtor.—Yes.

Knowing that you could not pay your debts?

—Yes, I knew it.

You had nothing to pay them with?—No, I understand, my Lord, that Mr. Michael would like to ask the debtor some questions as one of the creditors.

Mr. Michael.—I want to ask what your annual income is.

Debtor.—I get \$70 a month, and about \$100 commission. Between \$150 and \$170 a month. And your expenditure?—I have, of course, to keep my family. It is about \$100 more.

What house rent do you pay?—\$75 a month and \$25 for expenses. My son helps me with the expenses.

Have you made any profit out of a certain flour merchant who gave you \$50,000 indemnity on account of certain goods?

The Chief Justice.—I do not follow you.

Mr. Michael.—A certain wrong was done and \$50,000 went to this particular firm, and I want to know if debtor had any of that money or not.

The Official Receiver.—I think he means in the way of damages.

His Lordship.—In Court?

Mr. Michael.—To the firm employing him a Chinaman had to pay \$50,000.

The Chief Justice.—And you say he got a portion of it?

Mr. Michael.—No, my Lord.

The Debtor.—I did not get a cash.

Mr. Jones (witness).—In a four transaction, sometime ago, which a payment was made of \$50,000 in settlement of same I did not receive a portion of it.

Debtor.—No, not a cent; that was for the firm.

His Lordship.—What firm?

The Debtor.—The Stockton Milling Co.

All the \$50,000 was paid to the Stockton Milling Co.—Yes.

Mr. Michael.—You have said you have no other property either in Macao or Canton.

Debtor.—I have no other property.

His Lordship (to Mr. Michael).—Does he still owe you \$50,000?

His Lordship (to debtor).—What can you pay of the \$50,000?

Debtor.—I cannot say that now. Mr. Michael was very kind to me, and did not press me at all. I don't know what I can do for him. I cannot do anything now.

His Lordship.—What are the assets supposed to be worth.

Mr. Wakeman.—Cash in hand \$5,000, and a little household furniture and some jewellery.

What are the debts?—\$43,629.

The assets a couple of thousand dollars?—Probably \$1,500 to \$1,600.

His Lordship (to debtor).—It looks very much as if you will never get a discharge. The best way to stop these kind of bankruptcies is to refuse discharges.

Mr. Wakeman.—You admit that a sum of \$50,000 is due to Mr. Michael?

Debtor.—Yes, I did not sign a promissory note to him before.

You did not enter it in your statement, which you swore to. Why did you not tell your solicitors about it?—I did.

But you did not enter it in your statement at the time?—No.

Mr. Michael.—May I ask for an adjournment this day?

His Lordship.—What do you say to that, Mr. Wakeman?

Mr. Wakeman.—I don't know about an adjournment *this day*. We might have an adjournment for a month or so.

Mr. Michael.—Quite so, my Lord.

The application was then adjourned for one month.

## SAIGON AND HONGKONG.

The English papers give some interesting particulars concerning the forthcoming visit of M. Clementel, the French Colonial Minister, to Indo-China. In an interview, M. Clementel declared, says a French paper, "that up to now no agitation resulting from the Japanese successes was perceptible among the natives of Indo-China, and that he thought them capable of becoming our partners in insuring the defence of our colony." He went on to say: "At any rate, though France is at a certain period have dreaded Japan's spirit of expansion, these fears are now groundless. Our relations with Japan are good. What have we to fear? With a base like Cape St. James we can shelter a Fleet for several months and let the Mediterranean Fleet reach us in time of aggression and win the command of the sea for us. We are going to construct four new batteries, two with turrets, to fortify the Kama Channel. We are very well organized, but it is our duty to keep a good lookout all the same, and to take every measure of security and protection for the development of the defence of our colony. Work has also been carried out at the Port of Saigon, so that we shall no longer be dependent upon Hongkong."

## HOMEROUND BOND.

## ROYAL MARINE DROWNED.

## THE VOYAGE OF THE "DAUPHIN."

## [From Our Correspondent.]

## Perin Island, 16th April.

On Friday, the 7th inst., H.M.S. *Dauphin* with three experienced men of the China Squadron left Colombo and shaped a course for Perin Island. Smooth sea and pleasant breeze from S.W. prevailed followed by moderate sea. On the 10th inst. wind shifted round to E. by N. and on the 11th inst. leaving Colombo, until the morning of 10th inst., at about 10 o'clock. The bugle had just sounded, summoning the crew to their guns for general quarters, when the startling cry of man overboard was heard. The patent life buoy was at once dropped, the engines stopped and put to full speed astern. Both life boats were manned and lowered as quickly as possible, and by and by the entire crew was on the upper deck and the whistling sound of the one of the invalids had jumped overboard. This proved to be correct. Private Alfred Watt, of the Royal Marines, who was suffering from disease of the brain, while taking an airing on the forecastle in charge of a keeper had broken away and jumped overboard before any one could stop him. One man managed to catch hold of him, but he quickly shook himself clear and took the fatal plunge. As only a slight sea was running, it seemed that he would be picked up but he was suddenly lost sight of and on the boats arriving only the patent buoy was found floating close to where the patient buoy had disappeared and was in fact a life buoy. Some mention was made amongst the hands of sharks, as plenty are known to infest the Indian Ocean, but it is generally supposed he became exhausted and sank to rise no more. No sharks had been sighted neither did any appear subsequently. After the ship steaming in circles about the spot where he was last seen, the boats pulling about in different directions without finding any further traces, they returned to the ship and were then reluctantly hoisted, and the ship, over which the signal seemed to settle, proceeded on her course. Private Alfred Watt originally belonged to H.M.S. *Oxford* and was sent from that ship to hospital suffering from weakness of the brain. He was taking passage home as an invalid with H.M.S. *Vengeance's* ship's company, and lately seemed to be getting more rational, although it was acknowledged the disease was permanent and his complete recovery was regarded as hopeless. At an investigation, held by Captain L. Stuart, assisted by Commander G. Gaunt, the Fleet Surgeon, and other officers, the man who was with, and in charge of, the man who had jumped overboard, testified, deceased at the time he jumped overboard, exonerated from blame. A Court of Inquiry will, no doubt, be held.

H.M.S. *Perin* was sighted on Saturday, 14th inst., at 4 p.m., about 50 miles to the S.E. of Aden, after making her name and official number by masted lamp she signalled bound for Colombo and Sydney, also, that the Russian Fleet had been sighted 100 miles from Singapore. It was rumoured fighting had taken place, but no results were obtained. She also flashed "Wish you a pleasant voyage home."
We arrived here to-day at 9 a.m. and are prepared to coal as soon as lighters come alongside. H.M.S. *Perin* is here.

During the trip H.M.S. *Dauphin* has made a very good passage, doing 58 knots with a coal consumption of about 72 tons per day. Everything working well, the ship's company settled down and drill, etc. were carried out satisfactorily. It is intended to try to gain a day on the programme to Port Said. We were actually to arrive here on 17th and so are a day early. At 10 a.m. coal arrived alongside and we are proceeding to sea at 6 p.m. to-day after taking in 400 tons coal.

## BIRD-NESTING IN BORNEO.

## [From Our Correspondent.]

## If the German has a national penchant for

## stodgy sausages, the Frenchman for frogs, and

## the Briton for bully beef, it is only natural to

## expect that the "heathen Chinese," would

## also have his own particular and peculiar

## preference for certain dainty dishes. His

## principal favourites in this line of business

## consist of sun-dried cuttle-fish (tripang), the

## fins of sharks, and, over and above all, the

## treat of edible birds' nests, which to John

## Chinaman are the real "bits" beyond all other

## delicacies. His fondness for all three points

## to his predilection for gelatinous and cartilaginous

## ingredients in the bill of fare of his daily

## food—when he can get them. It may be

## briefly mentioned that the fins of sharks are

## of more Northern climates, whose cartilaginous

## parts are much more plentiful. The cuttle-fish,

## again, are nearly allied to the jelly-fish, so

## familiar to most people. But there are cuttle-

## fish and cuttle-fish, and they are not all equally

## palatable to the Chinaman, as they range from

## the most simple forms to the more specialised

## varieties, even up to the voracious octopus

## itself. The first two of these classes of diet

## are much in evidence in a Chinese bazaar

## provision shop, while edible birds' nests are

## so expensive as to be practically caviare

## to the million, and only procurable by the

## more prosperous portion of the population.

## It was on board ship, on my way for a

## rambling journey through Borneo, that I made

## the acquaintance of one of the officials in

## remote island, who was in the service of Rajah

## Brooke, the absolute monarch of all he surveys

## in that particular territory through which I

## proposed to travel. After a short stay at

## Kuching, the village capital of the Rajah's

## possession of Sarawak, I found myself paying

## my promised visit to Mr. D.—at his inland

## quarters, and it was through him that I was

## able to go sub-terranian in the wilds of

## Borneo. That birds' nest building edifices are

## somewhat widely distributed geographically,

## but their principal habitat is the Malay Pen-

## insula and the islands that form the Indian

## Archipelago, of which Borneo is the largest,

## and is said, moreover, to be next to Australia,

## the largest island in the world—though this

## honour is also claimed by New Guinea,

## another island of the same group.

## The nests are invariably found in the rifts

## or rocks, for in underground caves, which are

## frequently of great extent, the birds, as they

## are, live in other underground caves, and for

## the most part are formed in rocks of limestone

## formation. They are not generally, as is

## usually supposed, accidental rifts in rocks, or

## any geological formation, caused by earth-

## quakes or volcanic disturbances, but are

## gradually excavated by the slow solution

## by water of the soluble ingredient of the

## rocks through the process of generations.

## Hence the stalactites and stalagmites to be fre-

## quently found in these caves, composed of the

## soluble substance in drippings from the

## rocks, as occurs with icicles during the win-

## ter months. Hence also the fact that there is generally a

## stream of water running through most, or at

## any rate the largest, of these underground

## caves. This was the case with the Mammoth

## Caves of Kentucky in the United States, and

## the Jooan Caves of New South Wales, and

## the Mammoth Caves of Kentucky, and

## the Jooan Caves of New South Wales, and

## the Mammoth Caves of Kentucky, and

## the Jooan Caves of New South Wales, and

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## the Mammoth Caves of Kentucky, and

## the Jooan Caves of New South Wales, and

## the Mammoth Caves of Kentucky, and

## the Jooan Caves of New South Wales, and

I had previously visited, and such also the case with the unexplored cave which I was visiting just now. The former two of these caves are the largest underground caves in the world, as far as at present known, though the Mammoth Caves take the cake as regards size, and hence the admiration which marks their rarity and decrease their value. To that last category belonged most of those nests, which were able to procure on this occasion, as the season was practically over, for the gathering of eggs for the market.

And so we returned from the caves, bearing our trophies with us. Nor was it indeed, without some little anxiety that I approached the passage which had already given me such a lot of trouble. Even the approach to it (on our way back) was so shallow from above that we had to grope along on our hands and knees, which was not so much the case through the rest of the caves. And if I found it so hard to squeeze myself through this passage upwards, how much more so would it be in the reverse process downwards? It may be true that the descent of Hades is easy, yet it is not at all true that it is so easy to descend as to ascend rocks, with due regard to the value of one's neck.

The Dyak's torches, too, were giving out. What, then, if I could not get through the passage? It was a nice lookout for me, the thought of which still gives me the creeps, however loyal my companion was likely to be, and perhaps also the Dyak's torches were sure to go out after a time, like the lights of the Scotch Virgin, and then we should find ourselves in the dark and under the ground too. Ugh, I don't like to think of it!

On hands and knees we crept, ill at last we reached the trying ordeal. Downward I wriggled and strained as best I could. But I could not strain downwards so well as I did upwards, and it was with an immense sense of relief that I finally managed to get released from my temporary prison, and flopped down into the pool at the bottom of the passage. In due time, and with our torchlight supply still unfinished, we all emerged safely from the underground cave, and therewith ended the episode of my bird-nesting in far-away Borneo.

—John Macgregor in *Perak Pioneer*.

## THE MENACE TO SHIPPING.

In an editorial on the 4th inst., the *Japan Chronicle* writes:—

The continued existence of a Russian fleet in Far Eastern waters is having some influence on Japan's trade with the outer world. Not that the Russians have done anything very alarming of late, but they have at former stages of the war shown what they could do, and may do again, perhaps, at any moment. Russia has never been a commercial nation, and is naturally not apt to give much consideration to the interests of trade. Anyway, to a belligerent, such things as non-combatants are merely a nuisance, and their rights and interests are a thorn in his side. On the other hand, the presence of a hostile fleet in the vicinity of a busy ocean highway is a terror to commerce. The laws for protection of neutrals are uncertain, and Russia has earned a reputation for disregarding even the most certain.

Nobody cares to lose a valuable ship, like the *Knights Commander* or the *Hipango*, nor to have it laid up for many weeks, like the *Calcutta*. Possibly compensation is obtainable in such cases, but the loss of a ship is a serious matter, and shipowners and underwriters greatly prefer not to take such chances. If the chances must be taken, the price runs high.

The state of affairs is not yet quite so bad as that, but it is a question how long it may be before that stage is reached. Nobody will dare ship a cargo of rice from Rangoon to Japan soon, and though Japan may, at a pinch, be able to get along without imported rice, trade will certainly suffer.

Taking all considerations into account, it is not surprising that everybody connected with ships should











## CHEAP WATER SUPPLIES.

## A JUNK MASTER'S SHARP PRACTICE.

Reference has frequently been made to the haphazard manner in which Chinese water junks obtain their water supplies, and only the other day the master of a water junk was prosecuted and fined for taking in a supply of water from "an unauthorised place." But it would seem that water junks are not the only offenders in this respect, and an interesting case has just come to hand. It seems that a resident somewhere in the Shau-ki-wan district was enjoying the luxury of a cold bath the other morning, and while the water tap ceased to flow, although after a while a slight trickle came down. Seeing that this had occurred before he determined to investigate the matter, and with that view descended to the basement—after hastily donning a screw attire. He was surprised to find that a crew, one of those boats which are usually attached to a junk, was busily filling innumerable jars from another water-tap. A shopkeeper, or some one who resided on the ground floor, was called upon to explain the meaning of this transaction, and, of course, he volubly stated that the crew came from a junk on which he had some friends. Naturally he did not receive a cent for this gratuitous act of courtesy; he would not take money from his friends, but most people will read that defence as they please, and may have different opinions on the subject. At any rate the European, whose water-supply was being used in this free and easy fashion, gave the Chinaman such a scare by his threats that it is unlikely this method of making money out of the water-works will occur again. At the same time, it would be interesting to learn if this particular form of sharp practice call it what you will—is in anything like general vogue. Away on the outskirts of the city, it would not be difficult for the owner of a junk, if he timed his visits properly, to secure his water supply from "an unauthorised source" certainly, although from a clean and uncontaminated source, at a minimum of cost. A cent a gallon to the nearest neighbour would probably ensure his temporary blindness to the ongoings of the junkmen, with the result that a plentiful supply of water would be obtained for a mere trifle. The question affects those who reside on the water-front, and they might do well to give it their attention.

## FIRE AT ST. JOSEPH'S COLLEGE.

At about five minutes to seven o'clock this morning, fire was discovered in the storeroom, on the second floor, of St. Joseph's College, and an alarm was at once turned in to the Central Station. The fire, it appears, broke out among a lot of lumber, papers, and boxes belonging to the brothers of the college. The Fire Brigade, under Captain F. B. Lyons, immediately turned out, but on arriving at the scene of the outbreak, it was found that their services were not required, as the Brothers and some of the elder boys had already extinguished the incipient conflagration. The damages done were not expected to amount to more than about \$300, as only a few boxes, books, and mats were destroyed, besides the walls and ceiling being slightly charred. Just how the fire originated could not be ascertained, but it is surmised either that a boy went to his box with a lighted candle and used it, or else was smoking and threw down a lighted match amongst the matting.

## FIRE AT KOWLOON.

Quite a stir was occasioned in Kowloon shortly before twelve o'clock to-day when it came known that a fire had broken out on the water front. Thick clouds of white smoke were seen rolling up close to the Hongkong and Kowloon Wharf and Godown Co's premises, and it was at first thought that one of the godowns was in flames. It soon became known that this valuable property was not even threatened as the fire was confined to a match shed at Tsui Tai sui, erected at the foot of the small hill on which an outbreak occurred some two years ago. The Fire Brigade in charge of Capt. Lyons went across the wharf and with the aid of the Yau mai police and a couple of steamers soon had the flames subdued. It is believed that the origin of the fire was due to a person anxious combination in a quantity of coal stacked in the shed. The damage does not amount to much.

## ANOTHER FIRE.

The premises No. 248 Des Voeux Road Central, were occupied by a piece goods shopkeeper until last night, but the premises have since been gutted by fire and the contents of the place entirely destroyed. On the alarm being turned in, the Fire Brigade, under Captain Lyons, repaired at once to the scene of the conflagration, but with the inflammable material the flames had made such headway, that all their energies were directed to saving the adjoining buildings, and preventing the spread of the fire, neither of the adjoining buildings being damaged in any way except by the unavoidable play of water in them to prevent their becoming ignited. The cause of the outbreak could not be ascertained, but it is believed that the ever-present "overturned lamp" was at the bottom of the trouble. Nor could the amount of the damage be learned, but the premises were insured for \$5,000 each in the London and Lancashire and Hamburg Fire Insurance Companies.

## THE HARBOUR OF CANTON.

## IMPORTANT PROPOSALS TO FACILITATE SHIPING.

By Article V. of the Supplementary Commercial Treaty with China the Chinese Government agreed to "improve the accommodation for shipping in the harbour of Canton and to take the necessary steps to maintain that improvement, such work to be carried out by the Imperial Maritime Customs and the cost thereof to be defrayed by a tax on goods landed and shipped by British and Chinese alike according to a scale to be arranged between the merchants and Customs." It is not surprising, therefore, to learn from our correspondent at Canton that a considerable amount of speculation regarding the decision of the Chinese authorities, establishing a harbour office in that growing port has been rife for some months. Indeed, the matter should have long since passed the initial stages and by this time have been on the eve of completion. The coast inspector of the Customs, Mr. W. F. Tyler, is said to have compiled a statement in which is set forth the immediate and absolute necessities of the port of Canton for meeting the ever-increasing foreign, entering and manœuvring in the limited anchorage. With the commencement of the fulfilment of Chinese obligations under the Treaty, by starting with the removal of all artificial obstructions on the river, the principal shipping firms having business at Canton expended large sums of

money in procuring water frontage and bunding the land purchased.

There can be no doubt that the appointment of a Harbour Master and a duly authorised berthing officer will go far towards meeting the numerous difficulties with which captains of steamers have for long had to contend. Under the present régime the system of berthing ships and facilitating the berthing of vessels navigating the extremely difficult channels to the harbour is far from satisfactory, especially when one remembers that, in some cases, where vessels have entered at night, officers who have had scarcely any experience and who, as the "boy" said, "do not know the sharp or the blunt end of a ship," go off and tell the skippers that they may make fast to such and such a berth, but can give no information as to what that particular spot is.

Another plea in favour of the establishment of such a department is the care and proper control of lights on the river. There is no doubt that the shipping fraternity have to thank Mr. Tyler for the establishment of some excellent marks in the lighting of Amoy Point, Blake Point, and the Tide Pole, and it is to be hoped that these will receive the necessary consideration due to the importance of the marks and dangers. It may not be generally known that the Canton Harbour Office is practically responsible for the whole of the waterways from Tai-shan to Canton and from Canton to Wuchow, although, of course, there are nominal acting Harbour Masters at Samshui and Wuchow. It is quite on the boards that the present Coast Inspector will at an early date give his attention to these most difficult passages of the river where captains are at present indebted to local pilots to sustain bamboo poles on the small rocks where the tide runs at an immense rate through the narrow channels. It is proposed to put leading lights, and marks on either bank of the river in the zig-zag rocky channel approaching Doshing and Wuchow, and it is recognized that the proper lighting of the entrance to Samshui is an absolute necessity consequent on the shifting and banks. Here vessels trading on the West River are obliged, according to Customs regulations, to call in and be boarded, and as the passage from Canton takes the ordinary boats just a day's journey, including their stoppage at Kunchuk and other ports which were opened to them on the 27th February, 1905, they always enter at night, and at the time of the freshets, when the water at Wuchow runs more than 40 feet, it may be imagined what rate of tide is to be navigated at Samshui, the junction of the North East and West Rivers. Yet the Customs force in its boats, at great risk to themselves, to enter Samshui and it is not in request that they ground luckily it is mostly on sandy bottom. The proper lighting of Samshui is an absolute necessity. A complaint put forward by captains of vessels is the inability of the present harbour office to keep a proper survey. The minor accidents which occur in the harbour precincts during a twelvemonth would fill columns and nearly all of these can be traced, as far as the steamers are concerned, to the want of a proper "Harbour Police" to keep the fairway clear of native craft on the entry of boats into the precincts of the anchorage. It is to be trusted that the Chinese authorities will establish, without delay, this much-needed office, separate and distinct from the Customs department, and failing this, a new and a more efficient one, the Customs should be pressed to endeavour to establish a River Conservancy.

## ROBBERY AT THE HONGKONG AND SHANGHAI BANK.

## SMART WORK OF THE POLICE.

An incident occurred recently at the Kobe branch of the Hongkong & Shanghai Bank which may act as a warning to those who have business at the bank, and furnishes an example of smart police work. According to the *Japan Chronicle*, it appears that, during the morning of a forenoon, a visitor presented a cheque for ¥1,500. One of the Chinese cashiers received the amount from the cashier of a hundred ¥100 notes and a hundred ¥50 notes. The cashier returned to the delivery counter, but was unable to see the foreigner to whom the notes belonged. He then returned to the cashier, and asked for a description of the owner of the notes, having, however, incautiously left the money on the counter, which was protected by the usual wire netting. When the Chinese returned, the money was gone, but he believed the owner had received it and for the moment nothing more was thought of the matter. Shortly afterwards the foreign customer presented himself and asked for his money, when the cashier made that the money placed on the counter had been stolen. About twenty-five persons were at the counter when the money disappeared, but the police learned that a billiard boy was among them and had received ¥500 from the bank on behalf of the Kobe Club. Not long afterwards he was arrested when on the way from his father's house to the Club, having, it seems, called at his home before delivering the ¥500 to his employers. The man's lodgings were of course searched, when the ¥500 intact was found concealed in a futon.

## A WAR CORRESPONDENT ON THE JAPANESE ARMY.

## CRITICISM BY A CORRESPONDENT LATE WITH THE RUSSIANS.

One of the correspondents found with the Russians taking prisoner near Mukden, Friedrich von Kriegerstein, has written a highly interesting article for *Die Welt* on the Japanese army. To him it may be remarked, a battle scene is a piece of art, which if executed in fine style and according to the approved rules of legalised murder, gives to the connoisseur more æsthetic pleasure than the cultured playgoer can derive from the best-acted drama. However, we will let the correspondent speak for himself through the medium of translation. He remarks at the outset "at the request to write an article for the *Deutsche Japan-post* caused him some embarrassment. 'I followed the Russian army,' he says, 'and was captured. It would be very improper to publish in Japan what I saw of the brave but unfortunate army of the opponent. Neither am I in a position to ask a Russian censor to permit anything I may write. Finally, a Russian correspondent has the same duty as regards the keeping of military secrets as is asked, I understand, of the gentlemen who accompany the Imperial Japanese army. To this must be added the feeling of gratitude towards an army where the correspondent so far has really been treated most fairly, not in the sense that he was treated and complimented, but in the sense that he had full liberty to go wherever he liked, and, if it pleased him, even to be killed. In this respect really everything could be seen. Anyone who was sufficiently venturesome was allowed to see the furthest Russian line that he could see the opposite as much as was possible to anyone.'

With this preface the correspondent continues—"This now gives me the starting point to tell in good conscience the little I know, as far as it may be of interest for the

general reader." He sums up his views thus:—

## TACTICAL OBSERVATIONS.

One of the most important and the strongest of the impressions received of Japanese tactics was the very slight visibility of positions and movements. The "void" of the battlefield was here almost ideally complete. Even a trained military eye reinforced by good glasses saw on the whole little of the opponent, who understands admirably how to utilise cover. During the battle of Mukden I was at a certain place, which was desperately contested for days. From this place one could see into a valley in which the Japanese advance, the drawing forward of the reserves and ammunition, the retreating of the wounded, etc., took place. But of all this, in spite of the closest observation, absolutely nothing could be seen. To this day I cannot understand how the Japanese did it. A few hundred metres from my standpoint lay the Japanese infantry, their presence only too distinctly manifested by the bullets which burst by one's ears; but scarcely anything could be seen of the enemy. Here and there one could observe an arm coming from behind a tree or part of a head looking over a piece of rock. Regular bodies were scarcely ever seen even in the attack. In the same way the machine-guns were concealed. Their rattling was always audible, but their whereabouts could not be discovered. Yet one could perceive that they were always on the alert and were ably handled. Not less well the artillery took cover. One could see the summit of an elevation where a battery was placed, but the exact position of the guns or their number could not with certainty be discovered. Movement of the Japanese army in close formation I have never seen. Reserves were brought forward by taking advantage of every kind of cover, and were usually discovered by rifle-fire being opened from a point where no movement had previously been observed. But to this rule I have seen exceptions, and the operation then usually misdirected. Batteries getting into position I have never seen. Suddenly artillery appeared on a crest where one would not have suspected their presence possible.

The infantry-firing was cool and accurate. At a crisis it would become suddenly very violent, but without losing in accuracy. I liked also the workmanship of the artillery; they knew the distances well, and the explosive power of their shells was always exact. No time was lost in firing at moving objects; but, when the state of the combat required it, or whenever the battery had a good mark, firing became very rapid, one shell after another came hissing overhead, and one shot fell exactly like the other.

The strategy was characterised by continual flanking and enveloping. The Japanese have well recognised that the great range of modern guns demands concentration of firing, and that this can only be achieved by out-maneuvring and enveloping. Often when I saw this manoeuvre I imagined myself on a German practice ground, in a certain place we were threatened from three sides by a neutral force. I was rather unpleasant for a neutral. The Japanese are assisted in this out-maneuvring by intimate knowledge and a thorough reconnaissance of the ground. Where this is not sufficient they attack from various sides, dig themselves in where they have had a partial success, and energetically keep up enfilading fire. As soon as the enemy shows a movement, they use sharpshooters, which proves that the artillery is attentive and that there is no high in the plans. I have even experienced infirm firing at long distances on such occasions, much to my personal discomfort. For example, we were firing quietly in the valley and received shells when the thousands metres distant.

Their strength they economise wonderfully. If attacked from several sides an inexperienced man would naturally think the enemy was much stronger than his own. And yet this was not the case at the point where I was placed. The enemy's strength can best be judged by his batteries. In a certain place one had the impression that four Japanese batteries were firing, and yet I am convinced there were no more than three, may be only two. Also their positions are sparingly manned, but if attacked, they will show at once that, though weak, they are determined to risk, everything. This sparing employment of technically first-class troops, practically multiplies their forces. During a battle I have had moments when one could not help exclaiming: "Very good!" "Excellent!" It was a feast for the eye to anyone who is able to see with the eye of a military man. The Japanese leading mostly hit the nail on the head. After a few tentative advances the weak point of the enemy is found, and as soon as this is discovered the attack proceeds with indomitable perseverance. A unique and correct direction of an engagement affords an enjoyment more greater than the finest theatrical performance. It was a pleasure to look upon such operations. But it would be overstepping the limits of this article to begin a treatise on present Japanese tactics; after the war books will be written on the subject. I will not conceal the fact, however, that I was in a quarter where the Japanese did not achieve any remarkable tactical successes. Probably they were there the weaker side, or it might be that they had no intention of bringing about a decision there, though a mere demonstration is usually not their practice.

## GENERAL IMPRESSIONS.

When I stood captured amongst a number of Russians near the Mukden railway station, suddenly I heard our own cars. An advancing Japanese company, who had not seen the guards among the Russians, began to fire at us. The behaviour of our guards at such a crisis was really brilliant. They did not know at first if the firing did not come from Russians. But without excitement the prisoners were urged behind a pile of wood, while the guards themselves took a position upon it ready to defend themselves bravely. It was a small episode, but one could see that the men at once knew what to do and quickly arrived at a decision. It was a real pleasure to see such prompt and determined action. One may see troops for hours on the drill-ground and know nothing of them, but half a minute at a critical moment will often tell the careful observer very much.

Another good thing noticeable was the subdued tone in which the parole was given and taken at night; one scarcely noticed the sentries, and yet they were there and on the alert. Likewise the few words of the Japanese is a good trait from a military point of view. On the evening of March 10th I was brought to the quarters of General Oyashii, who specially distinguished himself in the engagements round Mukden and received a letter of acknowledgement (kanji) from Field-Marshal Oyama. The amiable General, with whom I am sorry I could not, for want of an interpreter, speak much else than "Watashiwa Doituuji desu," "Arigato," and "Sayonara," received me in his room, sitting on the Chinese kang. The room was not heated; one could see that the General's larder contained little else but rice, tea, sake, dried fish, and some Japanese tinned provisions. This is soldier-like and worthy of honour. Frugality in a soldier is often better, more than many other things. Respectfully I saw men on the march eating their food. Without making any distinction between a receptacle and what is sitting in it, they ate on the roadside. The food was of

course ice-cold. In from three to four minutes the meal was finished, and the march continued. That fact deserves all recognition.

The uniform of the Japanese soldier is practical. On the yellow or dirty white Manchurian soil the khaki of our caps and caps were visible only at very short distances. The yellow-grey heads of the infantry on the upper crest of trenches looked like stones or lumps of earth; the difference was only perceived when the men began to shoot. The Japanese prisoners whom I saw showed themselves dignified and grave. When they met Russian officers they saluted smartly; otherwise they were very taciturn and expressed no wishes as regards quarters, food, etc.

The order kept on the march and the cleanliness of the Japanese quarters was remarkable. Even the train columns marched evenly and in close formation. In quarters the commanding authorities were indicated by written notices, and asking for particular officers. The railway from Liyang to Mukden was worked in good order. The treatment and sending back of wounded Japanese towards the Russian prisoners unobjectionable. Once when I wished to cut a rope with which my baggage was tied, I reached out for the sword of a cavalryman who was assisting me, but he objected energetically to such an unworthy use of his weapon. "Japanese sword, enemy only," he stammered excitedly. This pleased me.

Less was I pleased when—and that happened nearly every day—officers assured me that they abhorred war, and that the Japanese people felt likewise. Yet, unwillingly, said they, had the Japanese started fighting. Granted, I did not here go into the history of events. But many details in battle have shown me that the Japanese enjoy it passionately. Some phenomena would be inexplicable if one did not presuppose the intention to fool the enemy, to bluff and deceive him. To the Japanese it is a pleasure to fight, and mortal combat is fun to him. I can understand this. But with my simple German understanding I cannot comprehend why they so eagerly assert the contrary; all the more so as nobody can believe them. I once said this to an otherwise very nice officer: "Why these excuses?"

To be brief, I can only say that what I have seen of the Japanese army in battle and otherwise has greatly interested me. They have opened a new era of tactics and strategy, which will not be without influence on the armies of the world. I believe that soon after the war officers from all countries will come to Japan in order to study the art of war at its source. Japan will no doubt be asked for instructors, but not only by China. There is no doubt, also, that Japan will meet such wishes after the maxim that great position imposes great obligations.

After being taken prisoner I had the honour of being received on March 15th by General Oku, the leader of the second Army, and on the 15th by the Chief of the General Staff, Baron Kodama. On both occasions the conversation lasted considerably longer than under similar circumstances is usually the case. General Oku is a most amiable man of attractive appearance. At the first glance one sees in him the grave warrior and campaigner. After the exchange of the usual phrases, however, the conversation began to drag, notwithstanding that at table a more animated tone usually arises. To speak on military subjects, especially on the present position of the war, he could not be induced at all. He said that his duty was to be in the war, when his history would be written. He did not give evasive replies, but said straightforwardly and frankly that on this or that he could not give any answer. One recognised the warrior who, as at Kimchow and Liang-yung, goes straight to his aim.

Baron Kodama is of an entirely different type. Vivacious, lively, communicative as he is, one needed not to ask him anything. He began to talk of his own accord, and conducted the conversation mostly alone, so that one only listened to him. I found it very interesting to interview a General in the midst of victory; one has not often such an opportunity. I told myself that Kodama would know what was to be said to a journalist is spoken to the public, and that he would not part with dangerous secrets of State, but I was nevertheless full of curiosity as to what he would hear. This brings me to a point where to continue my story is difficult. My impression of his remarks was: "I was would have been here!" One felt that he had set himself the task to bluff us, as he had to a certain degree bluffed his opponents at Mukden by his strategy; his intention was to transport us into wondering admiration, whereby of course it was emphasized that his war with the Russians was a masterpiece of strategy and greatest unwillingness. I had come with the firm determination to straighten out everything the General might say. But I found it quite impossible. A General relates such days as were accorded to Kodama last March; he lives a tenfold life through them; they are the sublimity to his life. Baron Kodama was happy; he was in his element—and yet his speeches all the time sounded as if he had no wish for the bitter necessity of acting the Field-Marshal—that is, to live his life, to make himself a name for posterity. "This terrible war," he thought, "this glorious war," he could not have thought, "it may be that I judge wrongly." It is possible that we live in a time where not only the diplomat but also the Generals of an eminently aggressive and warlike nation must even in the middle of action blow the soft flute of peace and humanity. Nevertheless General Kodama made a very strong impression on me. He looked ten years younger than when I saw him last year in Tokyo—a clear proof how well this distasteful war agrees with him. He is one of the few Japanese with whom I was able to get on conversation.

What I have seen of the Japanese Army in the field has greatly interested me, and the greater part by far I found excellent. One sees everywhere solid, good, correct work; good organisation, high tension and initiative. It is yet too soon for a conclusive valuation of its performance, which also would surpass my powers; but in case the criticism can only be very flattering for Japan's Army. Summa cum laude.

## THE ADVANCE IN PRICES.

## FOODSTUFFS IN JAPAN.

The *Osaka Mainichi* observes that since the commencement of hostilities between Japan and Russia, the price of foodstuffs has considerably advanced, and says this is accounted for by the demands of the army at the front and by the decrease of production. The support of the Russian prisoners must also be accounted responsible in some degree. The *Osaka* journal mentions a few instances of the advance in prices. Beef, which was ruling at about 85 sen per 100 moppo wholesale in Osaka, began to rise rapidly following the outbreak of war, as cattle and fatted beef were sent to the front. In August last the rate rose to 14 sen, and now it is 23 or 25 sen, while the work of tinning beef has been suspended, as it does not pay. During the time the industry was in full swing, the demand for beef in Osaka alone amounted to about

30,000,000 lbs. a month, representing about 7,500 head of cattle. But the neighbourhood of Osaka was soon cleared of cattle, and beef has now to be brought from Awaji or Noto province. The same state of things prevails in Tokyo, and cattle are sent to the capital from Tamba, Tango, and Tajima (Hyogo prefecture and Kyoto-fu). The arrival of Russian prisoners in Osaka greatly increased the demand for beef, about fifty head being consumed daily by the Russians.

The present is the season for bamboo shoots, the price of which at this time of the year is about 10 sen per kwamme, but it is now ruling at 16 sen. The high price of beef and fish has affected the price of other foodstuffs. Another cause for the advance is that this edible is tinned and sent to the front in considerable quantities. The demand for this foodstuff in Osaka alone for tinning purposes amounts to about 50,000,000 lbs. per day. The mobilisation of fishermen for military service has resulted in the decrease of fish on the market. It is stated that the constant navigation of steamers, in consequence of the increase of shipping, along the coast of Japan, has driven the fish out to sea. As this is at its prime, arrivals in Osaka have sensibly fallen off late, resulting in a remarkable rise in the price of fish. Results made on the coast of Korea and Kyushu are sent directly to the front, and are largely tinned in the fishing districts. Eggs have also made an upward leap. The poultry business in the interior has greatly decreased, as it has been given up by the farmers on account of the war. Eggs are a favourite article of diet in the military hospitals of the Russian prisoners. In Osaka some 120,000 eggs have been purchased by the Hamadera prisoners' depot authorities since the 25th ultimo, and in consequence the poultry business in the neighbourhood of Osaka, which was not very flourishing, is now being revived.

## MOVEMENTS OF THE U.S. FLEET.

The vessels of the American fleet yet at Cavite will, it is understood, be dispatched to different points on this station within the next few days. The cruiser *Raleigh* was scheduled to leave Cavite on the 3rd for Shanghai, while the *Oregon* will proceed to Chefoo, as also the *Albatross*, which is yet at Olongapo. The naval transport *Zafra* was said to be scheduled to sail for Bremerton, Washington, on the 15th instant, while the big battleship *Ole* was due to arrive at Cavite on the same date. Rear Admiral McCalla, who it has been stated all along was to come to this station on the *Ole* and assume the chief command of the Asiatic fleet, is not aboard, and naval officials are all at sea concerning his actual assignment.

A great deal of interest is manifest and speculation in rife, as to whom the department at Washington will assign to command the cruiser and Philippine squadrons. Both of these require the assignment of a staff officer and just who the two rear admirals will be is as yet a matter of conjecture.

The *Wilkes* is laid up indefinitely for repairs, while her sister ship the *Albatross* is liable to prove a total loss to the government owing to her bottom having been sprung. She was recently put out of commission at the Cavite yard, and a report of her injuries forwarded to Washington. The torpedo flotilla, with the exception of one vessel at Cavite is making its headquarters at Malapaya sound, island of Pangasinan. These three tiny vessels which have proven such a factor in modern warfare, are to have been shipped to months stores are said to have been shipped to them from Cavite. The cruiser *Cincinnati* is at Chefoo and is understood to be acting as a base of supply to the marines who are guarding the American legation in Seoul, Korea. Most of the naval people are hoping that the government will strongly reinforce the strength of the United States Asiatic fleet, in comparison with the naval strength of the other great powers. It is the opinion of most people in the naval branch of the service that Rear Admiral Evans' recommendations on this subject have been completely cut out, but when? That is the perplexity, says the *Callanews*.

With the three new battleships of this station, the battleships of the Asiatic fleet, *Oregon*, *Albatross*, *Ohio*, *Kentucky* and *Iowa*, will equal any foreign fleet in the east, says the *Manila Times*.

## COMMERCIAL.

## WEEKLY SHARE REPORT.

In their report of yesterday's date, Messrs. Benjamin, Kelly and Potts state:—The market has ruled quiet during the past week. Although several stocks have changed hands, it has been only in small quantities, but prices on the whole have been fairly well maintained.

Banks.—Hongkong and Shanghai Banks have ruled very firm and have changed hands to a small extent at \$77. The London quotation is £80. Nationals remain in demand at \$37.

Marine Insurance.—Cantons have jumped to \$50 and are wanted at the rate. China Traders continue in request at \$57. North China are inquired for at Tls. 82. Unions have been placed at \$60, \$65 and \$70 and close with sellers at \$65.

Fire Insurance.—China Fires are still on offer at \$86. Hongkong Fires have been done and further shares are obtainable at \$50.25. Shipping.—Hongkong, Canton and Macao Steamships have advanced and can be placed at \$26. Indo-China have been improved their position and are in demand at \$125 after sale at the rate. Douglas Steamships and China and Manila are unchanged at last quotations. Star Ferries have found buyers at \$37 and \$38 for the old and new shares respectively. Shell Transports have been booked at 22/6 and close in further request. Shanghai Tugs (ordinary) are wanted at Tls. 55; there are sellers of the preference shares at Tls. 50.

Refineries.—China Sugars are offering at \$24. Lurons have been upped at \$27 and are now inquired for at \$27. Mining.—Chinese Engineering have been taken off the market at Tls. 24. In Raubs, business has been transacted at \$38.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have been disposed of at \$203 and \$204 at which latter rate more shares are procurable. Farnham weakened to Tls. 132 and shares were sold at this price, but at the close the market is firmer with buyers at Tls. 134. Kowloon Wharves are obtainable at \$105. Hongkong Wharves have been parted with at Tls. 167.

Lands, Hotels and Buildings.—Hongkong Lands have been dealt in at \$14 and \$15. Shanghai Lands are reported sold at Tls. 126. Hongkong Hotels have risen to \$14 and are wanted. Humphreys Estate remain firm with inquiries at \$13.

Cotton Mills.—Hongkong Cottons have changed hands at \$16. In Shanghai, sales are reported of \$16. In Hongkong, other stocks under this heading are unchanged.

Cigar Factories.—Sumatra have been placed at Tls. 60. Miscellaneous.—Green Island Cement have been done at \$26 for the old and \$16 and \$17 for the new shares. Sales of China Providents have been effected at \$82 and \$83. Have found buyers at \$32.25. Steam Water-boats have changed ownership at \$18 and \$19. Langkats have dropped to Tls. 235 at which rate transactions have taken place in the North.

Advices from Shanghai, dated 9th inst., state:—Business reported.—Farnham, Boys at Tls. 150 for July, and at Tls. 104 for September. Luen-Kung-Blows at Tls. 40. Astor Houses at \$20. Lands 6 per cent Deb. at Tls. 97. Business reported direct.—Shanghai and Hongkong Wharves at Tls. 100 for July. Tugs "Ord" at Tls. 57. Farnham, Boys at Tls. 150 for August. Lands at Tls. 115. Langkats at Tls. 240 cash, and at Tls. 255 for October. Astor Houses at \$30.

## FREIGHT.

In their circular, dated 9th inst., Messrs. Lamck and Rogge state:—Whilst northern reports are of an encouraging character, continuing to describe the position of the freight market as being firm in most directions, there has been little doing in the south since writing last under date of the 22nd ultimo.

Baigon to this, with next to no demand, a few engagements have been concluded at 12, 12 and 10 cents per picul. Chartering in this direction has to a certain extent been adversely affected in consequence of Insurance Companies having for a time raised their rates on cargoes hence to Japan, a factor which has temporarily proved prohibitory to fresh contracts being entered upon between local importers of Saigon rice and Japanese. The fact, however, of rates having been brought on a lower basis again, and the local market having improved quite lately, will in all probability help to accelerate resumption of chartering business.

The continued demand Saigon to Philippine ports for quickest possible loading, alluded to in our last report, has not resulted in further settlements, no more prompt boats being procurable. After the heavy imports of last month a reaction has of necessity set in, and from present appearances it may not be until the beginning of June, that fresh inquiry will show.

No change of any moment has meantime taken place in other directions, as far as the Southern market is concerned.

Quarantine of 12 days' voyage included, is imposed at Saigon, since the 28th ultimo, upon all arrivals from Amoy. As for Yangtze freights, Shanghai advices state that the market maintains a very firm tendency, and that the crop is plentiful. The bulk of the shipments has naturally been carried off by the liners, but the latter not being able to entirely cover requirements, reports have it that already some chartering has come off to north, and as the demand for space is likely to remain strong for some time, there is every reason to believe that outside tonnage will continue to pick up a share. Latest quotations are: Wuhu to Canton and Chinkiang to Canton 32 caudarens, Wuhu to Swatow 32 caudarens.

High prices of beans and beanseeds and the extensive exports to Japan still stand in the way of business from Newchwang to the south. Turning to coal freights, business from Japan, owing to the great scarcity of supplies, continues slack. Moll to this has a future at \$1.50, Kuchintou to Hongkong has been done at \$2.50 and Kuchintou to Singapore at \$17.50. Hongkong to Chinkiang, a charter is reported at \$2.50, and Hongkong to this a boat obtained \$1.75.

On monthly terms, three fresh settlements are on record.

Sail-freights.—Nothing done. Sail-transport loading or to load.—For Baltimore and New York. American ship *A.G. Robt.*, arrived 6th March. Disengaged.—British bark *West York*, 720 tons. British ship *Travancore*, 2,200 tons. Departure.—American ship *S.P. Hutchins*, April 30th, for Manila.

## THE MONTHLY REPORT.

Indian Yarn.—Since our last advices of the 21st ulto, the market has passed a rather quiet time. Chinese dealers have been less active by reason of the gradual rise in exchange and imports being on the increase. During the interval settlements have been small and in some cases sales have fallen. Holders are anxious to ease themselves, as usual, but the Chinese confine requirements only. Sales aggregate to about 3,500 bales. Shipments to Shanghai and other ports of about 4,500 bales. Unsold stock is estimated at about 40,250 bales. Arrivals 10,150 bales.

Japanese Yarn.—Heavy imports have tended to limit sales to only about 100 bales of No. 424 at \$178.

Chinese Yarn.—100 bales of No. 102 have changed hands at \$103.

Bengal cotton.—About 450 bales have found buyers at about \$21 to \$23. Stock about 6,000 bales. Closing rates to \$10 to \$13.

Chinese Cotton.—No sales are reported; stock about 200 bales. Quotations are \$12 to \$15.

Malwa Opium.—Sales are reported of about 25 chests at \$1160 to \$1180 per picul.—Old 15 chests at \$1225 to \$1240 per picul.—Older 6 chests at \$1320 per picul, very old 4 chests at \$1380 per picul. Stock 125 chests. Uncleared 350 chests.

Patna Opium.—Sales are reported of about 25 chests at \$1180 to \$1240 per chest. Stock 250 chests. Uncleared stock 350 chests.

Bombay Opium.—Sales are reported of about 15 chests at \$1135 to \$1150 per chest. Stock 845 chests. Uncleared stock 30 chests.

Persian Opium.—Sales are reported of about 15 chests at \$1100. Stock 1702.

Exchange.—We quote today on India at Rs. 139 1/2 (T.T.) Rs. 140 (Post) on London 12. 10 3/16.

Campbell Oil ... .. \$20 to \$25  
Cassia Oil ... .. 150 to 170  
Fennel Seed Oil ... .. 250 to 300  
Rosa Oil ... .. 60 to 175  
Balsamwood Oil ... .. 250 to 400  
Beans ... .. 3 to 4  
Campbell (China) ... .. 125 to 130  
Cassia (Formosa) ... .. 130 to 140  
Cloves ... .. 15 to 20  
Kittimies ... .. 10 to 15  
Ivory ... .. 200 to 750

## LOCAL AND GENERAL.

LIEUT. E. G. Barrett has resigned his commission in the Hongkong Volunteer Corps.

According to the latest returns the number of the Russian prisoners in Japan is 60,100.



MR. SUNDIUS, H.M.'s Consul at Nanking, and Mr. KIR, H.M.'s Consul at Wuhu, have been ordered to change posts.

RUSSIAN prisoners now in Japan, according to official investigations made on April 20, number 62,190 including 913 officers.

THE rails having been laid from Seoul to Wiju the railway between Seoul and Wiju is open to traffic along the whole line.

WE understand that Dr. Razlag, who has done so much in the cause of the lepers in South China, is still at Canton.

MR. C. PETERSON, a resident at Kobe for several years, in the employ of Messrs. J. Lyons & Co., died suddenly of heart disease on the 26th ult.

THE billiard tournament between the K. & G. and the Police was concluded on Saturday evening, the former being the winners by 133 points.

MR. WHEELER of Messrs Butterfield and Swire's Amoy agency died on 27th ult., after a most serious and painful illness. His death was entirely unexpected.

JENADIR Muhammad Khan, of the 129th Baluchis, has been appointed honorary aide-de-camp to H. E. the Governor with effect from the 8th inst.

SUNADAR Iktal Singh, Hongkong and Singapore Battalion, R.G.A., has been appointed hon. A.D.C. to H. E. the Governor with effect from the 15th March last.

THE King has not been advised to exercise his power of disallowance with respect to the Ordinance to give effect to Article VIII of the Brussels Sugar Convention, 1902.

MR. THOMAS NEAVE has been authorized by H. E. the Governor to be a surveyor of boilers of unlicensed steamships under 60 tons burden, vice Mr. John Lambert, resigned.

"A BREEZY NAVE for Hongkong; the Prince of Wales in Naval uniform," is the title of a reproduction of a photograph of H. R. H. in a recent issue of the *Illustrated London News*.

THE Governor of Chekiang, Nieh Chu-kuei, has sent five hundred Mexican dollars to Rev. Kennedy in connection with the attack on his mission at Yuh-an-hsien as medical expenses, but the amount of indemnity has not been decided on.

THE "ECHO DE PARIS" announced last month that the French armoured cruiser *Montcalm*, flying the flag of Admiral Bayle, commander of the Far Eastern squadron, struck on a rock in the Bay of Along, Saigon, but without sustaining serious damage.

UNDER instructions from the Secretary of State for the Colonies, H. E. the Governor has been pleased to recognize, provisionally, pending the issue of an exequatue, Antonio Alexandrino Heytor Botelho, as Consul for Nicaragua at Hongkong.

MAJOR YAMAKA, Staff Officer to General Nogi, who at Port Arthur was sent with the message inviting General Siocet to surrender, was wounded at the battle of Mukden and has lost the sight of his eyes. The unfortunate officer has arrived in Tokio.

CURIOUS Japanese and Chinese signs are often recorded in local columns, but a really remarkable one, which is at least candid, appears on a board outside a European hotel in Des Vaux Road, Central. The legend runs: "Our goods cannot be unsurpassed."

NO definite settlement has been arrived at owing to differences of opinion among the Ministers regarding the new Trade Marks regulations. The British, American, German, French, and Austrian Ministers have now submitted to the Wai Wai-pu a draft of regulations for its consideration.—E.

OWING to many other sporting attractions set for Saturday last but very few members of the Kowloon Bowling Club turned up at the green for the match arranged between the President's team and the Vice-President's team. It was, however, decided to go on with the match, which in the end proved a win for the Vice-President's team.

AMONG the changes effected in the Customs Service along the borders of the New Territory during the past few months are the following:—Mr. G. Adams to Shatou from the Hongkong Office vice Mr. Hack from Shatou to Taihsan; Mr. Durivage from Taihsan to Shatou; Mr. Gorman to Taihsan; and Mr. Möller from Taihsan to Lintin.

IN September next, classes will be formed at Queen's College, Hongkong, for a higher course of education than is at present provided in class I. For the sake of distinction, these classes will be called the collegiate course. A commercial course will be first instituted, and a scientific course will be inaugurated as soon as a sufficient number of students offers.

THE total area of land devoted to the cultivation of wheat and barley last year in Japan was 180,393 cho, or 450,281 acres, and the yield amounted to 19,642,242 koku. Compared with the previous year there was an increase in the area of land cultivated of 1,046 cho, and of 6,097,137 koku, or 44 per cent, and compared with an average year an increase of 4,859 cho and of 316,741 koku, or 1.6 per cent. The bountiful yield last year was due to the increased acreage under cultivation and to the care taken in culture.

OWING to difficulties that have arisen in connection with the alteration of signatures to documents executed in the Colonies and required for use in England, it has been officially notified that persons who may have occasion to send certificates, powers of attorney, judicial acts or other documents for legal use in the United Kingdom should have these documents authenticated in this Colony by the Governor, as the Secretary of State for the Colonies is not prepared to certify for legalisation any signature except that of the Governor.

THE April number of the *South China Collection* contains much interesting material and quite a number of portraits of those associated with the teaching of the rising generation of China. The Rev. J. A. Sisley, secretary of the committee, furnishes an account of the fifth annual meeting of the Educational Association of China, and remarks upon the "wonderful opportunities to influence the youth of this great empire through educational institutions and to prepare them for useful and important positions in church and state." Mr. W. W. Yen writes on the educational outlook in Shanghai, and another contributor has much of interest to say in connection with the school for blind girls at Kowloon. An editorial on teaching religion is a feature of the magazine.

A BRILLIANT dinner was given at Tokio on Saturday, at the residence of Baron Komura, Minister of Foreign Affairs, attended by former Ministers and Vice-Ministers of Foreign Affairs, among others, to celebrate the twenty-fifth anniversary of the entry into the Japanese service of Mr. H. W. Denison, legal adviser to the Foreign Office.

THE Cuban Consul at Canton has presented credentials to the Wai Wai-pu and he has been officially recognized. There has been hitherto no treaty between China and Cuba. The Chinese Minister at Washington will look after Chinese interests in Cuba. The Cuban Government will also recognize the Chinese Consul should she appoint one.

GOVERNMENT notifications have been issued to the effect that the street along the west side of the new harbour office, lying between Wing Lok Street and Connaught Road, Central, will in future be designated Rumsey Street, and the road running from Des Vaux Central in Connaught Road Central in continuation of Wing Lok Street will be designated Wing Wo Road.

NOT many weeks since we referred to the construction of roads in the New Territory, and we now understand that a new thoroughfare, now in the initial stage of survey, will connect Castle Peak with Shatoukai, a large market city just over the borders, near Starling Island in Mijis Bay. The road will be some twenty-one miles in length and will be an important thoroughfare.

THE total subscriptions from local banks to the fifth Japanese domestic loan already amount to over 63,000,000 yen. In addition the Imperial Household will subscribe 20 millions, the N. Y. K. one million, the insurance companies about 20 millions, Princes Shimazu and Mori and Marquis Mayeda a million each, so that the total of the subscriptions already fixed more than covers the issued amount.

THE General Officer Commanding inspected the 129th Baluchis on Whiffell Barracks Parade Ground at 9.30 on Tuesday, and expressed himself as well pleased with the appearance of the men. There was no march past, and the men were soon dismissed. At the same time he presented the 3rd Class Order of Merit to a Native Officer of the 129th Infantry for gallant services in action at Uganda.

REGULATION 2 of the regulations for the management of Queen's College by a governing body, as amended with the approval of the Secretary of State for the Colonies, is published in the following terms:—2. The governing body shall consist of not less than five nor more than seven members appointed by the Governor, who may, at his pleasure, require any one or all of them to resign, and who may fill up temporary vacancies as they may occur.

AN Order by His Majesty in Council amending the procedure to be followed in England in appeals to H. M. in Council, is printed in the *Gazette*. The object of the Order is on the one hand, to supply a method by which an appellant may set down an appeal *parte* without having to take out appearance orders against a non-appearing respondent, and, on the other hand, to ensure the respondent's having ample notice of the appeal, and a reasonable time within which to appear.

AT the annual general meeting of members of the Hongkong Gun Club on Saturday the following gentlemen were elected as the incoming committee:—Messrs. G. T. Veitch, A. Turner, His Honour, Mr. A. G. Wise, Messrs. H. W. Looker, G. C. Moxon and L. J. Anderson (hon. treasurer). Mr. G. C. Moxon resigned the hon. secretaryship and his place will be taken by the Hon. Mr. L. A. Johnston. The accounts show a profit on the year's working of \$1,272.84 which was written off the club's assets.

ALTHOUGH Wuchow is by no means in such an insanitary condition as are many of the cities of China the Prefect is anxious that the inhabitants shall do all they possibly can to prevent the spread of disease and to this end talks about putting into force similar measures to those now in vogue in Hongkong with regard to house cleansing. He cannot, however, do away with some of the narrow streets so is urging the Chinese shopkeepers to put their business signboards flush with their shops instead of overhanging the pathways and interfering with traffic and the free passage of air.

THE long-looked-for promotions among the inspectors of the Hongkong Police Force, to fill existing vacancies, have at last been announced, those promoted having been recommended to His Excellency the Governor by Mr. F. J. Badesley, Captain Superintendent of Police. Date from January 7th last:—The following are the promotions to be First Class Inspector, Acting First Class Inspector Collet; to be Second Class Inspector, Acting Second Class Inspector Smith; (to fill the vacancy caused by the death of the late Inspector Williamson) to be Third Class Inspector, Acting Third Class Inspector Cameron, vice Inspector Withers promoted, and Sergeant McHardy, vice Inspector Smith, promoted.

THE following returns of the average amount of Bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th April, as certified by the managers of the respective Banks, are published in the *Gazette* as follows:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China, Ltd.	\$3,553,915	\$1,400,000
Hongkong and Shanghai Banking Corporation, Ltd.	15,743,090	11,000,000
National Bank of China, Ltd.	165,630	100,000
Total.	\$19,462,635	\$13,500,000

AT about half-past three o'clock this morning, as Lance Sergeant Evans was going his rounds, he saw two men come up Victoria Street with a load of pork for the market, but finding the market not yet open, they dumped the meat on the pathway, and went off for more. As Sergeant Evans approached he saw a number of rats emerge from the gutter and commence a rare feast on the fine fat meat. Seeing this, and knowing the meat to be placed in the market, and sold for human food, he lay low and watched for the return of the "dumpers" and was not long before he had them under arrest, and the meat removed with them to the Central Station. When the Court opened this morning Sergeant Evans placed the men and the meat before Mr. G. Orme, when the former was fined \$10 each for exposing meat intended for human consumption uncovered in a public thoroughfare, and the latter meat was ordered to be destroyed.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given in the "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,000,000 \$250,000	\$1,493,408	Div. of £1.10 and bonus of £1 @ ex-charge 1/11 9/16 = \$1.46 for second half-year 1904	14%	\$195 London 2/80
National Bank of China, Limited	99,025	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	14%	\$37 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739	\$150,494	\$17 for 1903	51%	\$300 buyers
China Trade Insurance Company, Limited	40,000	\$23.13	\$25	\$950,000 \$151,992 \$362,166 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	71%	\$57 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8%	Tls. 82 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$172,749 \$893,110 \$846,771 \$700,000 \$37,794 \$1,000,000	\$2,078,997	\$35 for 1903	5%	\$695 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$37,794 \$1,000,000	\$486,284	\$12 and \$3 special dividend for 1903	91%	\$160
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$70	\$1,000,000 \$125,675 \$2,561	\$339,047	\$6 dividend & \$1 bonus for 1903	81%	\$86 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,003,505	\$366,372	\$34 for 1903	114%	\$304 sellers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$18,000 \$85,439	\$8,824	\$1 for 1904	5%	\$21 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$600,000 \$158,444	\$24,160	\$1 for second half-year 1904	91%	\$261 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$11	\$205,000 \$100,000	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	44%	5-25 buyers
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	Tls. 21,000	Tls. 43,761	Tls. 2 1/2 at making Tls. 4 1/2 for 1904	81%	Tls. 55 buyers
Shanghai Tug and Lighter Company, Limited (Preference)	100,000	£1	£1	£4,000	£38,852	Tls. 1 1/2 final making Tls. 3 1/2 for 1904	74%	Tls. 276 buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$60,000 \$11,093	\$1,287	\$1.80 & b. 40 cts for year ending 30.4.04	6%	\$276 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$400,000 \$21,775 \$150,113 Tls. 126,000	\$21,231	\$0.50 & b. 30 cts.	8%	\$125 sales
Straits Steamship Company, Limited	5,000	\$100	\$100	Tls. 276,679	Tls. 6,190	\$10 for 1904	114%	Tls. 28 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 276,679	Tls. 6,190	Final of Tls. 14 making Tls. 33 for 1904	114%	Tls. 28 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	\$42,812	Final of \$15 making \$20 for 1904	9%	\$224 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$8,987	\$3 for 1897	14%	\$271 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.6.04	4%	Tls. 60 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	£40,000	£7,820	No. 3 of 1/6	14%	Tls. 74 sellers
Oriental Consolidated Mining Company, Limited	150,000	G. \$10	G. \$10	none	G \$673,091	50 cents making G. \$1 for 1904	14%	G \$171
Perak Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £4,029	No. 12 of 1/- = 48 cents	14%	\$34 sellers
Reunited Francaise des Charbonnages du Tonkin	16,000	Fr. 250	Fr. 250	Fr. 251,337 Fr. 1,529,652	Fr. 85,706	Final of Fr. 25 making Fr. 55 for 1903	114%	\$490
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000 \$35,423	\$8,577	\$3.75 for 1904	114%	\$33 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$300,000 \$350,000	\$29,422	Final of \$2 1/2 making \$5 for 1904	44%	\$105 sellers
Hongkong & Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$35,500	\$49,289	\$6 dividend and \$1 bonus for 2nd half-year 1904	61%	\$244 sellers
Harbour Works, Limited	12,000	\$100	\$100	\$60,000	\$489	\$10 div. & \$5 bonus for year end. 30/6/04	14%	\$170 buyers
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$55,500	\$489	\$14 for 1903	6%	\$21 sellers
Riley Hargraves & Co., Limited (Preference)	2,750	\$100	\$100	\$150,000	\$49,936	\$10 div. and \$4 bonus for 1903	5%	\$355 buyers
S. C. Farham, Boyd & Co., Limited	10,000	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	\$7 dividend	8%	Tls. 155 buyers
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 497,210 Tls. 9,880	Tls. 10,711	\$15 interim for 1904/5	6%	Tls. 187 sales
Yankee Wharf and Godown Company, Limited	37,000	\$100	\$100	\$2,100,000	\$206,611	\$20 for 2nd half year making \$26 for 1904	61%	Tls. 187 buyers
Yankee Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,763	Tls. 18 for 1904	91%	Tls. 187 buyers
LANDS, HOTELS & BUILDINGS.								
Aster House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$4 for year ended 30.6.1904	8%	\$29 sales
Aster House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 34,000 Tls. 8,000	Tls. 806	Final of Tls. 5 making Tls. 9	64%	Tls. 145 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,000	\$3,554	\$5 for second half-year making \$10 for 1904	74%	\$144 buyers
Hongkong Land Investment and Agency Co., Ltd.	90,000	\$100	\$100	\$350,000	\$37,875	Final of \$6 making \$12 for 1904	91%	\$126 sellers
Hotel des Colonies Company, Limited (Shanghai)	10,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 for the year ending 31.3.1904	4%	Tls. 224 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$50,000 \$50,904	\$11,938	90 cents for 1904	71%	\$13 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$3 for 1904	71%	\$40 sellers
Shanghai Land Investment Company, Limited	50,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 179,000	Tls. 40,66	Tls. 3 final and Tls. 2 bonus making Tls. 5 for 1904	7%	Tls. 116 sales
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 690	Tls. 5 for 1904	10%	Tls. 47 sellers
Tientsin Land Investment Company, Limited	7,725	Tls. 100	Tls. 100	Tls. 67,300	Tls. 735	Final of Tls. 4 making Tls. 7 for 1904	58%	Tls. 125
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	14%	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,237	Final of \$1.70 making \$3.20 for 1904	58%	\$55 sellers
COTTON MILLS.								
Fwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ending 31.10.1903	0%	Tls. 40 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	3%	\$164 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 500,000 Tls. 35,727	Tls. 13,639	Interim of 3% a/c 1898	14%	Tls. 40
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4% a/c 1898 on 6,000 shares	14%	Tls. 80
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4% for 1897	14%	Tls. 80
CIGARS AND TOBACCO COS.								
Alhambra, Limited	100	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	14%	\$100 buyers
Philippine Company, Limited	75,500	\$10	\$10	none	none	First year	14%	\$94 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,830 Tls. 25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	13%	Tls. 68 sales
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	none	First year	14%	\$115 buyers
Beil's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	8%	\$53 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$8,000	\$1,183	\$3 for 1904	81%	\$30
Central Stores, Limited	6,000	\$15	\$15	\$12	\$1,502	Final of 60 cents making \$1.80 for 1904	81%	\$31 sellers
Do. (Founders)	123	\$15	\$15	\$18	none	None	61%	\$5 sellers
Do. (New Issue)	24,000	\$15	\$15	none	Tls. 718	Preferential of 7 per cent for 1904	21%	Tls. 65 sales
China-Borneo Company, Limited	60,000	Tls. 50	Tls. 50	none	Nil.	Tls. 1 for 1904	74%	Tls. 10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Tls. 5 for 1904	74%	\$10
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None	54%	\$14 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1904	54%	\$17
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	none	Dr. Tls. 153,318	\$14 for year ending 31.7.1903	54%	Tls. 25 sales
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	\$2,706	Tls. 5 for 1903	8%	\$93 buyers
Fraser and Neave, Limited	4,500	\$10	\$10	\$12,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	71%	\$21 sales
Green Island Cement Company, Limited	100,000	\$10	\$10	\$200,000	\$95,054	\$2 for 1904	71%	\$17
Do. (New Issue)	50,000	\$10	\$10	\$25,000	\$7,551	First Year	104%	\$4 buyers
Hall & Holt, Limited	21,000	\$20	\$20	\$180,000	\$7,551	Final of \$14 making \$24	104%	\$160 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	£1 div. and 2/- bonus for 1903	71%	\$174 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 for year ending 30.4.1904	44%	\$114 buyers
Hongkong High-Level Tramways Company, Ltd.	3,250	\$10	\$10	\$50,000	\$2,706	\$15 for year ending 30.1.1904	74%	\$224 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$60,000	\$5,356	Final of \$13 making \$17 for 1904	7%	\$244 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$60,000	\$11,137	\$10 for 1904	7%	\$151 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$25,000	\$299	Final of 70 cts and 50 cts. bonus making \$1.20 for the year ended 30.6.04	104%	\$173
Katz Brothers, Limited	10,000	\$100	\$100	\$475,000	\$1,400	\$8 for 1904	6%	\$13 buyers
Loce, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,182	Interim of \$5	71%	Tls. 430 buyers
Meatschappij tot Mijn. Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 528,210 Tls. 19,465	Tls. 35,849	1st quarterly of Tls. 7 1/2 paid 15.3.05	13%	Tls. 235 sales
Maynard and Company, Limited	3,400	\$10	\$10	none	none	\$2 for year ended 31.10.1904	9%	\$43
S. Moutrie & Company, Limited	1,000	\$50	\$50	\$5,000	\$833	Final of \$3 making \$5 for the year ending 30.6.04	9%	\$54 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	4,200	\$50	\$50	None	Dr. \$5,537	None	74%	Tls. 113 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 108,172	Tls. 8,011	Final of Tls. 5 making Tls. 8 1/2 for 1904	14%	Tls. 75 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	91%	Tls. 154 buyers
Shanghai Tulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,958	Final of Tls. 4 making Tls. 14 for 1904	6%	Tls. 410
Shanghai Waterworks Company, Limited	7,000	\$20	\$20	Tls. 140,000	Tls. 7,359	Final of 37/6 making 51/6 for 1904	8%	\$80
Singapore Dispensary, Limited	6,000	\$50	\$50	\$60,000	\$1,750	\$6 1/2 for year ended 31.7.1904	8%	\$25
Szech China Morning Post, Limited	5,000	\$25	\$25	none	Dr. \$39,000	None	24%	\$7 buyers
Yam Laundry Company, Limited	10,000	\$5	\$5	none	\$3,644	60 cents for year ended 31.5.04	6%	\$7 buyers
Straits Ice Company, Limited	2,000	\$100	\$100	\$25,000	\$700	First year	131%	\$150 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$750,000 \$50,000	\$84,813	\$1 div. and 35 cents bonus for half year ended 30.9.1904	61%	\$41 sales
Tientsin Native City Waterworks Company, Ltd.	9,241	Tls. 100	Tls. 100	none	Tls. 4,035	\$2 for half year	61%	Tls. 125
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 2,211	Final of Tls. 4 making Tls. 8 for 1903/4	91%	\$91 buyers
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$20,000	\$480	50 cents for year ended 31.5.1904	104%	\$180 buyers
Do. (Founders)	100	\$10	\$10	\$50,000 \$25,000	\$2,883	Interim of 50 cents for 1904	71%	\$131 buyers
Watson, A. S. & Co., Limited	50,000	\$10	\$10	\$25,000	\$583	Interim of 50 cents for year 1901/1902	71%	\$114 buyers
William Powell, Limited	11,000	\$10	\$10	\$1,000	none	Interim of 50 cents for year 1901/1902	71%	\$114 buyers















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Hongkong, 1st April, 1905.

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Hongkong, 17th April, 1905.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

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## The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 13, 1905.

## MACAO-CANTON RAILWAY CONVENTION.

On various occasions we have referred to the amazing Convention signed by Senhor Castelo Branco, acting on behalf of the Portuguese Government, and the Chinese Government on the subject of the construction of a railway from Macao to Canton; and now that the Portuguese Parliament is sitting and the question is before the country, it may not be out of place to consider some new aspects of the Convention which have appeared as the result of a virulent newspaper controversy in Lisbon over the (alleged) Convention, and into which the Hongkong Telegraph has been dragged. In the first place, it should be borne in mind that this Convention now before the Cortes is not the first of its kind. Shortly after the Boxer trouble Senhor Castelo Branco was appointed to arrange with the Chinese Government the terms of the delimitation of Macao; and to secure a concession for the building of a railway to connect Macao with Canton. The idea was so commendable and seemed so simple that nobody considered there would be the slightest difficulty in arriving at a satisfactory conclusion; but that only showed how they had failed to realise the brilliant incapacity of Senhor Castelo Branco. When the Minister returned from China, and presented his wonderful Treaty to the Portuguese Government, it bristled with so many blatant absurdities that it was unanimously cast out, and the Government refused to ratify it at any cost. That did not affect the great and only Senhor Castelo Branco, nor does it seem to have affected his admirers; for His Excellency was again appointed to proceed to China in order that negotiations might be re-started for the conclusion of more satisfactory conditions under a new Convention. For the second time, then, at great expense to his Government, Senhor Castelo Branco embarked on his mission to China, and he succeeded in drafting another Convention with the Chinese Government. So satisfied with the terms of the new agreement were the Chinese officials that they must have chuckled in their long sleeves at the simplicity of the guileless and unsophisticated Portuguese Minister. This was not the descendant of those old-time heroes who wrested kingdoms from all parts of the world by force of the sword or by their agility of brain. Here was a Minister after one's own heart, who saw no spots on the sun and understood diplomacy to mean something like the conferring of benefits on the other party without hope or wish of a *quid pro quo*. It was an important task which had been assigned to Senhor Castelo Branco, but he finished it blithely, and it was only when some ill-mannered outsiders reviled him and his work, called him an imbecile, incompetent and fatuous, that his pleasant dream of being recognised as a sort of saviour of his country, and of Macao in particular, was shattered, or at least shaken; for no one could hope to demolish the self-complacency of the gallant Senhor or his hypnotised supporters. It was two years ago when the Minister came out to China, and about the end of last year the texts of the Treaty and of the Railway Convention were reproduced *verbatim* from the Shanghai papers in the press of this Colony, not excepting our local Portuguese contemporary. As the question of the Macao-Canton railway affected—or was considered to influence—in no small measure the commercial interests of this Colony, provided the enterprise was brought to a successful issue, we gave it more than the usual prominence which would otherwise have attached to a mission so little creditable to the official in charge of its success, and to the European element in general. As we have submitted before, there can be no question that the Convention proposed to reduce the citizens of the Portuguese Colony—whose interests, Senhor Branco was supposed to protect and promote—to a blind subservience, subject to the beck and call of the Chinese Government. In other words, instead of "one king, one flag" the Portuguese interested in the railway, would under this extraordinary Convention, have become nominal Chinese subjects living, however, under the protection

and rule of King Carlos. A more anomalous and absurd proposition was never suggested, yet Senhor Branco calmly agreed, apparently, with the Chinese representatives that he saw nothing ridiculous or lopsided in it. It would be futile now, after having previously commented on the sublime fatuity which acquiesced in the arrangement whereby everything was in favour of the Chinese Government and nothing left for the concessionaries of the Portuguese Colony even if the railway was laid down, to go into the Articles *seriatim*. Chinese diplomacy had outwitted and hood-winked the simple Minister Branco, and there was nothing left for him but to consider himself an exceedingly smart fellow, and present the draft Agreement to the Cortes, where, no doubt, he would be fêted and feasted. We have pointed out, however, how derogatory to his Government and to his compatriots were the terms of the Convention, and we urged that the Portuguese Chamber of Deputies would do well if they rejected the Convention absolutely and utterly. Nor were we alone in our denunciation of an Agreement so idiotic in its conception on the part of the Portuguese official. Our local contemporaries had some trenchant criticisms on the subject. So also, had one of the Shanghai papers; while the local Portuguese organ, *O Porvir*, had several scathing and biting articles, which all bore out the correctness of the attitude we had assumed in respect of the Convention. It would appear that every number of the Hongkong Telegraph dealing with this question was forwarded to Lisbon, carefully collated, and translated. By the last mail from home we received a batch of Portuguese papers in which the articles from the English press of Hongkong were reproduced in the columns of the Portuguese Republic journal, the *Vanguarda*, and in thirteen open letters to that paper by Mr. F. Marques Pereira (who, by the way, holds a high position in the Department of Marine and the Colonies), the Portuguese Minister's mission to China was made the subject of unfavourable and unsparing criticism. The Macao-Canton Agreement received special notice, and the trenchant comments of that able and erudite writer expresses public feeling in the Portuguese metropolis as regards the result of the mission, which was so miserably carried out by the representative of the Portuguese King and his countrymen. This writer's communication on the subject of the Macao-Canton Railway Agreement came at a most opportune moment. The Cortes was on the eve of re-assembling on the 6th ult., and it was essential that the Deputies, as well as the people generally, should understand the question at issue. That Mr. Marques Pereira has succeeded in giving effect to the protests against the ratification of the Convention, there cannot be the slightest doubt; for, if public opinion can be taken as any criterion, Minister Branco is the subject of popular ridicule. The ludicrous position of the whole affair is attested when the defence of Senhor Castelo Branco's pet Agreement is taken up by the Progressist journal, *O Popular*. In that lively print, there is a violent tirade directed against all those who have dared to criticise, even by the raising of an eyebrow or the suspicion of a smile, the precious Agreement, with all its beautiful Articles, converting good Portuguese citizens into moderately bad Chinese. The writer in *O Popular*, in the course of his laboured effusion, does not seek to refute the arguments adduced by the opponents of the burlesque Agreement, but, like the proverbial lawyer with a bad case, he resorts to "abusing the other side" with all his might and with all his power and with all his strength. He fails to see a single evil point in the Agreement, and in fact, the Minister Branco might well cry, "Save me from my friends," for his advocate for the defence only emphasises the unsuccessful character of the mission to China. The abuse is of so personal a character that we deem it *infra dig* to employ the same unsavoury terms in replying. It is sought to show that access is gained to the columns of the British press by nondescript characters, who, if the writer in the *O Popular* is to be believed, are of the gutter-snipe type, common amongst the riff-raff of the large cities of Europe—Lisbon included. We enter into the realm of personalities when we intrude ourselves upon public attention to disclaim *in toto* the puerile allegations of the Portuguese journal; but to show that our articles were prompted by no personal animus, but were honest and sincere criticisms, dictated by a correct view of the inequitable terms of the Convention, we may recall what one of Senhor Branco's *confidants* in China wrote to his Government with reference to the Treaty which had been concluded. In that official communication he said, in effect:—"The Railway Convention concluded by Portugal will be a dangerous precedent, in relation to the Chinese Government, to European commercial interests, if the terms be acquiesced in without protest." That indicates the opinion which has been generally formed in the East as to the ineptitude displayed by Senhor Branco, when, for the second time, he was supposed to preserve and safeguard the in-

terests of his nationals as the Minister Plenipotentiary to China. The Hongkong Telegraph has achieved a larger measure of importance in the eyes of the Portuguese Parliament than the *Popular* would seek others to believe; for when it endeavours to revile our articles, it is with all the more pleasure that we discern in the columns of the Republican journal the defence on our behalf ably directed by Mr. Marques Pereira. In the words of a local gentleman, who has been associated with various Chinese officials in the matter of railways, to a representative of the Telegraph—who, by the way, was responsible for the previous article—the terms of Senhor Castelo Branco's Convention were entirely unworkable so far as the Portuguese were concerned. We can only trust that the second Agreement having been thrown out, Senhor Castelo Branco will be allowed to rest from his labours as a diplomatist in China, and that if a third visit to China on behalf of Portugal is decided upon, he will be allowed to remain in peace at home, enjoying the solitude of a well-earned retreat.

## LOCAL AND GENERAL.

LIEUT. E. G. BARRETT has resigned his commission in the Hongkong Volunteer Corps.

THREE cases of plague, one of which terminated fatally, have been notified since noon of yesterday.

THE next Criminal Sessions of the Supreme Court will be held on Thursday, the 18th inst at 10 a.m.

JEMADAR Muhammad Khan, of the 129th Baluchis, has been appointed honorary aide-de-camp to H. E. the Governor with effect from the 8th inst.

We have received the report, accounts and balance sheet for last year of The London Assurance for which Messrs. Arnold, Karberg & Co. are the local agents.

MR. Thomas Neave has been authorized by H. E. the Governor to be a surveyor of boilers of unlicensed steamships under 60 tons burden, *vice* Mr. John Lambert, resigned.

A DRESSY statue for Hongkong; the Prince of Wales in Naval uniform, is the title of a reproduction of a photograph of H. R. H. in a recent issue of the *Illustrated London News*.

A GANG of twelve tough-looking Chinese coolies started a fight with sticks and stones at West Point last night. They were arrested, and each of them was fined by Mr. Hazeldene \$10, or two weeks.

IN September next, classes will be formed at Queen's College, Hongkong, for a higher course of education than is at present provided in class I. For the sake of distinction, these classes will be called the collegiate course. A commercial course will be first instituted, and a scientific course will be inaugurated as soon as a sufficient number of students offers.

LAST night about eight o'clock a Chinese woman went to change \$80 from paper to coin, at a money-changer's in Queen's Road Central. She tied up her change in a handkerchief and was returning home with it, when a man rushed up behind her and, snatching the bundle, made off and was lost in the crowd. The woman reported the matter to Inspector Gourlay and inquiries are now being made.

GOVERNMENT notifications have been issued to the effect that the street along the west side of the new harbour office, lying between Wing Lok Street and Connaught Road Central, will in future be designated Rumsey Street, and the road running from Des Vaux Road Central in Connaught Road Central in continuation of Wing Wo Street will be designated Wing Wo Road.

AN Order by His Majesty in Council amending the procedure to be followed in England in appeals to H. M. in Council, is printed in the *Gazette*. The object of the Order is, on the one hand, to supply a method by which an appellant may set down an appeal *ex parte* without having to take out appearance orders against a non-appearing respondent, and, on the other hand, to ensure the respondent's having ample notice of the appeal, and a reasonable time within which to appear.

OWING to difficulties that have arisen in connection with the attestation of signatures to documents executed in the Colonies and required for use in England, it has been officially notified that persons who may have occasion to send certificates, powers of attorney, judicial acts or other documents for legal use in the United Kingdom should have these documents authenticated in this Colony by the Governor, as the Secretary of State for the Colonies is not prepared to certify for legalisation any signature except that of the Governor.

AT about half-past three o'clock this morning, as Lance Sergeant Evans was going his rounds, he saw two men come up Victoria Street with a load of pork for the market, but finding the market not yet open, they dumped the meat on the path-way, and went off for more. As Sergeant Evans approached he saw a number of rats emerge from the gutter, and commence a rare feast on the fine fat meat. Seeing this, and knowing the meat was to be placed in the market, and sold for human food, he lay low and watched for the return of the "dumpers" and was not long before he had them under arrest, and the meat removed with them to the Central Station. When the Court opened this morning Sergeant Evans placed the men and the meat before Mr. C. G. Crome, when the former were fined \$10 each for exposing meat, intended for human consumption uncovered in a public thoroughfare, and the latter meat was ordered to be destroyed.

## PRAYA EAST RECLAMATION SHELVED.

MEETING OF MARINE LOT OWNERS.

A meeting of the marine lot owners interested in the Praya East Reclamation was held on the Old Chamber of Commerce Room, City Hall, Hongkong, this afternoon. Hon. Sir Paul Chater presided and among the others present were the Hon. Mr. C. W. Dickson, Messrs. A. J. Raymond, A. Rodger, W. H. Potts, A. S. Hooper, H. N. Mody, A. N. Mody, A. H. Ough, Lee Shun Fan, Chow Hing Kee, Cheung Hong Hoon, Wing Kee, Kwok Chick, See Yat, Yong Chew, Kwok Lai Ting, Tam Yuk, Lee Wan Po, W. J. Winterburn, A. Rumjhan, and E. Shellim.

The Chairman, having read the notice calling the meeting, and having stated that all marine lot owners had been notified by circular that the meeting was to take place, said:—Gentlemen, as some of you here this afternoon were no doubt not present at the meeting held on the 17th April, 1901, it may not be out of place, if I gave a short resume of what has taken place up to the present, which will at the same time serve to refresh the memory of those who attended the meeting. The proposition of a Praya East reclamation was originally made by me to the Government so far back as the 12th June, 1900. The scheme as then set forth was not, however, acceptable, the Government contending that the terms proposed were unduly favourable to the lot-holders, and asking for an equal division of the value of the land reclaimed after deduction of the expenses of reclamation. To this I could not consent unless on their part the Government would consent to include in the cost of reclamation the compensation that would undoubtedly be claimed by marine lot-holders for loss of rental, etc., on their existing lots during the progress of the work; and for the diminished value of these lots on conversion into inland lots, and I suggested, as an alternative, a further extension of the reclamation by another 75 feet to be added to the strip of land reserved for godowns, making the depth of the reclamation 320 feet instead of 445 feet as originally proposed; and a payment to the Treasury by the marine lot holders of a premium of 25 cents per foot on every foot of building land to be leased to them. To this the Government replied that they were prepared, provided you assented, to recommend to the Secretary of State the general acceptance of the scheme, subject to certain conditions (set forth in their letter to me of the 12th February, 1901, and laid before you at the meeting of 17th April, 1901), and to any modification the Secretary of State might deem necessary. The position of affairs was then placed before you at the meeting held on the 17th April, 1901, and you will remember that the following resolutions were then put and carried unanimously:—

1st.—That the proposals for the Wanchai reclamation embodied in the correspondence between Mr. Chater and the Government, published in the local papers be accepted in principle and Mr. Chater is hereby authorised to forward this resolution to the Colonial Secretary.

2nd.—That the holders of lots fronting the sea authorise the Government to proceed forthwith with the preliminary surveys and plans and undertake to contribute in proportion to their marine frontages to the expenses incurred by the Government in so doing. These resolutions were on the 20th April, 1901, forwarded by me to the Government, as per my letter of that date, which was at the time published in the local press. Since that date, I have until now had no further communication from the Government bearing on the scheme, except one of the 29th July, 1901, merely raising the questions of why certain inland lots should come into the scheme. I have now to read to you a letter received by me from the Colonial Secretary dated the 29th March, 1905.

Colonial Secretary's Office.  
29th March, 1905.

Sir,—With reference to your letter of the 23rd of August, 1901, and to previous correspondence on the subject of the proposed reclamation in front of Praya East, I am directed to inform you that after much delay caused by correspondence with the Naval and Military Authorities concerning the boundary of reclamation on the West side and with private owners concerning the boundary on the East side, and by the consideration of suggested alternative plans for the reclamation itself, the Governor is now prepared to recommend to the Secretary of State for the Colonies that a reclamation on the lines shown on the attached plan should be carried out by Government on behalf of the Marine lot-holders subject to the conditions A, B, C, D, E, F, G, H, I, J, detailed in my predecessor's letter No. 328 of the 12th of February, 1901, and to any modifications of or additions to the same that the Secretary of State for the Colonies may deem necessary, and to the payment as premium by the Marine lot-holders of 25 cents for every square foot of building land reclaimed and handed over to them. The scheme is also subject to a final adjustment of the eastern and western boundaries of the reclamation with the owner of the adjoining properties.

It is to be understood that no matter how it may be found convenient to divide the work in carrying it out, the whole cost shall be kept in one general account, and shall be made to fall upon the whole of the contributors to the reclamation fund in proportion to the areas of building land accruing to each of them respectively; and the expense incurred for preliminary surveys and raising the level of the Praya shall be included in the general account.

3. No detailed survey of the bed of the sea has been made for the purposes of the proposed reclamation. An approximate estimate only of the cost can therefore be given and such estimate is \$1.35 per square foot of building land which will become available for distribution among the Marine lot-holders. It is calculated that to years will be required to complete the reclamation.

I am to ask that you will lay the scheme before the Marine lot-holders and inform me in due course whether they are prepared to accept it subject to the conditions mentioned.

From this you will see that His Excellency the Governor is now prepared to recommend to the Secretary of State for the Colonies that a reclamation on the lines shown on the attached plan should be carried out by the Government on behalf of marine lot-holders, subject to the conditions detailed in the Government's letter of 12th February, 1901, and which were, as I have already said, laid before you on the 17th April, 1901 and subject to any modifications of or additions to the same that the Secretary of State for the Colonies may deem necessary, and attributing the cause of the long delay to correspondence with the Naval and Military authorities over the boundary of the reclamation on the west side and with private owners over that of the East. A reference to the two plans, both of which I lay on the table, shows a considerable alteration in the plan it is now proposed to adopt from that submitted to you on 17th April, 1901. The new plan shows three blocks of building area as against two only in the old and three new streets, each 75 feet wide as against two in the old streets twelve in number, each 75 feet wide as against ten of only 50 feet width. A glance at the two plans also shows that the Government propose to go further out than was the original idea, thus giving to the Marine lot-holders a somewhat larger area for building but necessarily increasing the amount of capital to be expended by them on the scheme, though not the actual cost per square foot of reclamation, the principal item of cost of which is of course, the sea wall. When I last addressed you, I gave the cost per square foot of building land at 75 cents to \$1, and I am still of opinion that the work can be done at this price. The Government, however, now estimate the cost at \$1.35 per square foot of building land, an approximate estimate only, no detailed survey of the bed of the sea having yet been made, although at our meeting of the 17th April, we passed the resolution referred to above authorising them to proceed forthwith with the preliminary surveys and plans and undertaking to contribute in proportion to our marine frontages to the expenses thereof. Gentlemen, I am of opinion that the Government's plan is a good one and it rests with you to say whether it should be at once accepted and a start made with as little delay as possible, or whether, in your opinion, and having in view the large number of vacant tenements now existing in the Wanchai district it is expedient to add to the Colony this large area of building land and the scheme should not rather, while not being actually and definitely abandoned, be postponed to some future day. I shall be glad of any expression of your view, and to answer to the best of my ability any question you may wish to put.

Mr. Raymond said:—I beg to move the following resolution:—"That in view of the long period that has elapsed since the scheme was first mooted and looking to the fact that the filling up of the Wanchai district, which was to be expected with the advent of the railway communication, has not taken place, it is inexpedient at the present time to take any further steps towards the proposed reclamation."

Mr. Shellim seconded.

The Chairman:—Are there any further questions or remarks to be made on this subject? There was no reply.

The Chairman then put the resolution to the meeting, and after a show of hands declared the resolution carried, with one dissentient, Mr. Winterburn. He then said—I thank you for your attendance. I shall communicate this resolution to the Government and should be glad to receive your views on it in due course in the Press.

## THE RIDER MAIN SYSTEM.

DISTRICT NO. 3.

It has been resolved by H. E. the Governor in Council that the district described below be defined as a district within which the water supply is to be controlled by means of rider mains and that the said district be known as "Rider Main District No. 3." This district is bounded as follows:—By a line commencing at the intersection of Des Vaux Road West and Sutherland Street; thence proceeding eastwards along Des Vaux Road West to its intersection with Connaught Road West; thence along Connaught Road West and Connaught Road Central to the intersection of the latter with Rumsey Street; thence along Rumsey Street to its intersection with Des Vaux Road Central; thence along Des Vaux Road Central to its intersection with Wing Lok Street; thence along Wing Lok Street to its intersection with Wing Sing Street; thence along Wing Sing Street to its intersection with Queen's Road Central; thence along Queen's Road Central to its intersection with Gough Street; thence along Gough Street to its intersection with Circular Quay; thence along Circular Quay to its intersection with Ladder Street; thence along Ladder Street to its intersection with Hollywood Road; thence along Hollywood Road to its intersection with Queen's Road West; thence along Queen's Road West to its intersection with Sutherland Street; and thence along Sutherland Street to its point of commencement. The line follows in all cases the centre line of the thoroughfares specified above. The following tenements shall also be deemed to be included within this district:—Nos. 115-205 odd numbers (inclusive) Des Vaux Road West. No. 17, Wing Lok Street. No. 187, Queen's Road Central. Nos. 178-244 even numbers (inclusive). Queen's Road Central. Nos. 22-44 (inclusive). Circular Quay. Nos. 105-148 even numbers (inclusive). Queen's Road West, and Nos. 2-14 even numbers (inclusive). Sutherland Street.

## SHIPPING AND MAILS.

MAILS DUE.

French (Polynesian) 15th inst.  
Indian (Gregory Ahear) 15th inst.  
American (Doris) 16th inst.  
Canadian (Albatross) 18th inst.  
American (Albatross) 20th inst.  
Canadian (Empress of China) 23rd inst.

The S.S. *Rubi* left Manila on 15th inst. at 11 a.m., and is due here on 15th inst. afternoon.  
The O. & O. S. S. Co.'s S.S. *Doris* with mails, &c., leaves Manila for this port to-morrow, at 4 p.m., and is due here on 16th inst. at noon.  
The C. P. R. Co.'s S.S. *Albatross* arrived at Nagasaki at 3 p.m. on 12th inst. and left again at 9 p.m. same day for Shanghai where she is due to arrive at 6 p.m. on 14th inst.







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## OUTWARDS.

FROM	STEAMERS	DUE
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GLASGOW and LIVERPOOL	"HYSON"	31st May.
GLASGOW and LIVERPOOL	"GLAUCUS"	1st June.
GLASGOW and LIVERPOOL	"FOXTON HALL"	16th June.
GLASGOW and LIVERPOOL	"YANGTZE"	18th June.
GLASGOW and LIVERPOOL	"PROMETHEUS"	18th June.
GLASGOW and LIVERPOOL	"AJAX"	25th June.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES & L'POOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"DARDANUS"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	6th June.
GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.
LONDON, AMSTERDAM & ANTWERP	"HYSON"	4th July.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	18th July.
GENOA, MARSEILLES & L'POOL	"PRIAM"	20th July.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"YANGTZE"	21st June.

For Freight, apply to

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Hongkong, 12th May, 1905.

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FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	16th "
SHANGHAI	"SHAHSING"	17th May.
TSINGTAO, CHEFOO and TIENTSIN	"CHILLI"	19th "
SHANGHAI	"SECHOEN"	19th "
CEBU and ILOILO	"SUNGKIANG"	23rd "
CEBU and ILOILO	"KAIFONG"	25th "

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Hongkong, 13th May, 1905.

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Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Nottley	MANILA	SATURDAY, 20th May, at Noon.
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Hongkong, 13th May, 1905.

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Steamship	About
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"NORDPOL"	15th June.
"INDRAWADI"	25th July.

For Freight and further information, apply to

SHEWAN, TOMES &amp; CO., General Agents.

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THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Bahle	May 23rd, 1905.
"ARAGONIA"	5,198	Schuldt	May 30th, "
"NICOMEDIA"	4,370	Wagner	June 26th, "
"NUMANTIA"	4,370	Brehmer	July 20th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES. From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

## BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 1st February, 1904.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain.
"KWONG CHOW" 1,309	J. P. MARTIN
"KWONG TUNG" 1,238	H. W. WALKER

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey ...\$4 Meals ...\$.5 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
S'GAPORE, PENANG & CALCUTTA	"KUMSANG"	TUESDAY, 16th May, 3 P.M.
SHANGHAI	"HOPSANG"	TUESDAY, 16th May, 4 P.M.
SHANGHAI	"CHOYSANG"	THURSDAY, 18th May, 4 P.M.
TIENTSIN	"WOSANG"	THURSDAY, 18th May, 3 P.M.
S'GAPORE, S'RAMAYA & SAMARANG	"ONSANG"	FRIDAY, 19th May, 3 P.M.
MANILA	"LOONGSANG"	FRIDAY, 19th May, 4 P.M.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO., General Managers.

Hongkong, 13th May, 1905.

## TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING," 1,088 tons, Registered.

Captain E. J. Page, will leave Hongkong for Canton every MONDAY, WEDNESDAY and FRIDAY EVENING, at 6.30 P.M. returning to Hongkong every TUESDAY, THURSDAY and SATURDAY, about 5 P.M. On SUNDAYS she makes an EXCURSION TRIP TO MACAO, leaving Hongkong at 8.30 A.M., and returning from Macao about 7.30 P.M.

The "YING KING" is especially fitted for these runs, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with Electricity, also hot and cold water is supplied.

FARES: First Class single journey to Canton \$3.00 Second " " " " 2.00

First " " " " {to Macao 2.00 {with Cabin 3.00

" " return " " {to Macao 3.00 {with Cabin 5.00

Breakfast, Tiffin or Dinner \$1 each only. Wine and Spirit of the best brand are used.

The wharf in Hongkong is at the West end of Wing Lok Street.

The wharf in Macao is the same as the S.S. Perseverance.

For further information, apply to the Office of YUK ON S.S. CO., LD., No. 216, Wing Lok Street, Hongkong, or to

Messrs. WENDT &amp; Co., Canton Agents. S. A. NORONHA, Macao Agent. Hongkong, 1st May, 1905.

## "BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship "BENALDER," Captain McIntosh, will be despatched as above on or about the 15th May, 1905.

For Freight, apply to GIBB, LIVINGSTON &amp; Co., Agents.

Hongkong, 17th April, 1905.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &amp;c.)

THE Steamship "EASTERN," Captain Ellis, will be despatched for the above Ports, on SATURDAY, the 10th June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th May, 1905.

## Shipping—Steamers.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

## CHEAP EXCURSIONS TO MACAO!

THE Steamship "H O N A M," 2,363 tons,

Captain H. D. Jones, will make a special trip EVERY SUNDAY TO MACAO AND BACK.

Hour of Departure: From Hongkong 9 A.M.

Arriving at Macao about Noon.

From Macao 7 P.M., Arriving at Hongkong about 10 P.M.

FARES: First Class, Single ...Return \$4

Second Class, Single ...Return \$3

Children under 12 half-price.

Tickets may be obtained at the Office of the Company, 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel), or on board the Steamer.

No CHITS will be accepted, and Servants' Passages must be paid for.

T. ARNOLD, Secretary.

Hongkong, 2nd May, 1905.

## REGULAR STEAMSHIP SERVICE TO NEW YORK,

via PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1905. About

"SAGAMI" ...31st May, 1905.

"ERROLL" ...31st June, "

"HINDUSTAN" ...24th June, "

For Freight and further information, apply to

J. BOWELL &amp; Co., LIMITED, Agents.

Hongkong, 9th May, 1905.

## HONGKONG AVERAGE MARKET PRICES.

Corrected 6th May, 1905, 100 cts. per 5 Mts.

## BUTCHER MEAT.

Cents.

Beef sirloin &amp; prime cut—Mei Lung Pa b

" Corned—Ham Ngau Yuk

" Roast—Shia

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Sausages—Ngau Yuk Chang

Bullock's Brains—Know, per set

" Tongue fresh—Ngau Li, each

" Corned—Ham Ngau Li, each

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin, each

" Feet—Ngau Kerk, each

" Kidneys—Ngau Yiu, each

" Tail—Ngau Mei, each

" Liver—Ngau Con, each

" Tripe (undressed)—Ngau To, each

Calves' Head and Feet—Ngau-chai-tau-koek, set

Mutton Chop—Yeung Pak Kwat, b

" Leg—Yeung Poi, each

" Shoulder—Yeung Shau, "

Pigs' Chilling—Chi cheong, per set

" Brains—Chi Know, per set

" Feet—Chi Kerk, each

" Fry—Chi Chak, each

" Head—Chi Tau, each

" Heart—Chi Sum, each

" Kidneys—Chi Yiu, pair

" Liver—Chi Koa, b

Pork Chop—Chi Pak Kwat, b

" Corned—Ham Chu Yuk, "

" Leg—Chu Pei, "

" Fat or Lard—Chu Yau, "

Sheep's Head and Feet—Yeung Tau

Kool, set

" Heart—Yeung Sum, each

" Kidneys—Yeung Yiu, "

" Liver—Yeung Con, b

Sucking Pigs, To Order—Chu Chui, "

Suet, Beef—Sang Ngau Yau, "

" Mutton—Sang Yeung Yau, "

Veal—Ngau Chai Yuk, "

" Sausages—Ngau Chai Yuk Tong, "

Poultry.

Chicken—Kai Chai, b

Capon, Large, Small—Sin Kai, b

Ducks—Ap, b

Doves—Pan Kau, each

Eggs, Hen—Kai Tan, per doz

Fowls, Canton—Kai, b

" Hainan—Hoi Nam Kai, "

Geese—Ngo, pair

Geese, Wild Shanghai—Sheung Hoi Ye

" Ngo, pair

Musk Deer—Wong Keng, each \$

Hare—Tu Chai, "

Partridge—Che Khoo, "

Pheasant—Shan Kai, pair

Pigeons, Canton—Pak Kup, each

" Hoihow—Hoihow Pak Kup, "

Quail—Ho Chun, "

Rice Birds—Wo Fa Cheuk, dozen

Snake—Sa Chui, each

Turkeys, Cock—Fo Kai Kung, "

" Hen, " Na, "

Wild Ducks, Shanghai, Sui-ap, pair

Teal, Shanghai, Sui Ap Chai, each

Wild Ducks Canton—Sang Shing Sui

Ap, per pair

Fish.

Barbel—Ka Yu, b

Bream—Yin Yu, b

Canton Fresh Water Fish—Hoi Sin Yu, b

Carp—Li Yu, b

Catfish—Chik Yu, b

Codfish—Mun Yu, b

Crabs—Hoi, b

Cuttle Fish—Muk Yu, b

Dab—Sa Mang Yu, b

Dace—Wong Mei Lun, b

Dog Fish—Tui Tu Sa, b

Eel, Congor—Hoi Man Yu, b

" Yellow—Wong Sin, b

Frogs—Tien Kai, b

Garoupa—Sek Pan, b

Gudgeon—Pak Kup Yu, b

Herring—Tso Pak Yu, b

Halibut—Cheung Kwan Yu, b

Labrid—Wong Fa Yu, b

Loach—Wu Yu, b

Lobsters—Lung Ha, b

Mackerel—Chi Yu, b

Monk Fish—Mou Yu, b

Mullet—Chai Yu, b

Oysters—Sang Hoo, b

Parrotfish—Kai Kung Yu, b

Perch—Tau Lao, b

Pike—Fa Pau Poong, b

Plaice—Pan Yu, b

Pomfret, Black—Hak Cheung, b

Pomfret, White—Pak Cheung, b

Prawns—Ming Ha, b

Ray—Pei Fa Yu, b

## Rock Fish—Sek Kau Kung, b

Roach—Chun Yu, b

Salmon, (Cton), fresh water—Ma Yau

" Yu, b

Shark—Sa Yu, b

Skate—Po Yu, b

Shrimps—Ha, b

Snapper—Lap Yu, b

Soles—Tat Sa Yu, b

Tench—Wan Yu, b

Turbot—Cho Hoi Yu, b

Turtles, small, fresh water—Keok Yu, b

White Bait—Ngau Yu Chai, b

Fruits.

Almond—Hung Yan, b



Perqueni...	...	...	...	...	...	Saigon
Brignon	...	...	...	...	...	Saigon Canton

\* Flagship of Vice-Admiral Bayle, Commander-in-Chief.  
† Flagship of Rear-Admiral de Pasque de Jonquière, Second-in-Command.



# **Mails.** **MESSAGERIES MARITIMES** FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

## **The S.S. "DUMBEA."**

Captain Doyer, will be despatched for MARSEILLES on TUESDAY, the 16th May, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *ERNEST SIMONS*... 30th May.  
S.S. *POLYNESIEN*... 13th June.  
S.S. *CALEDONIEN*... 27th June.

G. DE CHAMPEAUX, Agent.

Hongkong, 2nd May, 1905.



## **THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

The Steamship.

## **"CHUBAN."**

Captain H. W. Kenrick, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 20th May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Himalaya*, 6,898 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for FINE and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Perla*, due in London on the 2nd July.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,

Acting Superintendent.

Hongkong, 6th May, 1905.

## **NORTHERN PACIFIC LINE.**

## **BOSTON STEAMSHIP COMPANY.**

## **BOSTON TOW-BOAT COMPANY.**

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Hyades</i> ...	3,753	Geo. Wright...	At May 23
<i>Pleades</i> ...	3,753	F. G. Purinton...	June 30
<i>Shawmut</i> ...	9,650	E. V. Roberts...	July 12
<i>Tremont</i> ...	9,650	T. W. Garlick...	Aug. 8

Steamer marked (\*) have no second-class passenger accommodation.

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings,

Hongkong, 9th May, 1905.

## **BOO CHEONG,**

STATIONER AND PAPER MERCHANT, No. 20, Pottinger Street.

HAS always on hand all varieties of Stationery, Printing and Note Papers, Copying Presses, also Automatic Cyclopedia and Ellipse Duplicator.

Hongkong, 23rd February, 1905.

## **For Sale.**

GREEN ISLAND CEMENT COMPANY, LIMITED.

## **PORTLAND CEMENT.**

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 7th March, 1905.

## **LEVY HERMANOS.**

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

## **EASTMAN'S**

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD.

Wingman's Building.

1911

## **TUBORG BEER.**

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

## **FOR SALE.**

INCANDESCENT

GASOLINE

LAMPS

OF ALL DESCRIPTIONS,

from the best makers.

INCANDESCENT

MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Naphtha of the best

kind kept in stock.

TAI KWONG CO.,

55, Lyndhurst Terrace.

Hongkong, 2nd May, 1905.

## **To Let.**

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905.

TO LET.

NO. 12, KNUSTFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 4th May, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, in present in occupation of the Sea Land Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th March, 1905.

## **Dentistry.**

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUILLER STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1904.

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUN, D. D. S.,

37, DES VREUX ROAD CENTRAL, HONGKONG,

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

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## **SHARE QUOTATIONS.**

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation.....	Fr. 1,000	\$125	\$125	\$1,000,000 \$250,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11-9/16 = \$2.46 for second half-year 1904	1 1/2 %	\$195 London £80 \$37 buyers
National Bank of China, Limited.....	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	...	\$300 buyers
MARINE INSURANCES								
Zenith Insurance Office, Limited.....	10,000	\$250	\$50	\$1,400,000 81,739	\$150,494	\$17 for 1903	5 1/2 %	\$300 buyers
China Traders' Insurance Company, Limited.....	24,000	\$83.33	\$25	\$50,000 \$15,994 \$26,466 \$71,445	Nil.	\$4 1/2 for year ended 30.1.1904	7 1/2 %	\$37 buyers
North China Insurance Company, Limited.....	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82 buyers
Union Insurance Society of Canton, Limited.....	10,000	\$250	\$100	\$1,200,000 \$2,078,997	\$2,078,997	\$35 for 1903	5 %	1695 sellers
Yangtze Insurance Association, Limited.....	8,000	\$100	\$60	\$1,000,000 \$700,000 \$37,704	\$486,284	\$12 and \$3 special dividend for 1903	9 1/2 %	\$160
FIRE INSURANCES								
China Fire Insurance Company, Limited.....	20,000	\$100	\$20	\$1,000,000 \$125,675 \$3,501	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	186 sellers
Hongkong Fire Insurance Company, Limited.....	2,000	\$250	\$50	\$1,200,000 \$1,200,395	\$369,372	\$34 for 1903	11 1/2 %	\$302 1/2 sellers
SHIPPING, TUG AND CARGO ROADS.								
China and Manila Steamship Company, Limited.....	30,000	\$25	\$25	\$15,000 \$185,000 \$8,419	\$8,832	\$1 for 1904	5 %	\$21 buyers
Douglas Steamship Company, Limited.....	20,000	\$50	\$50	\$250,000 \$600,000 \$158,444	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$35 sales
Hongkong, Canton & Macao Steamboat Co., Ltd. ....	20,000	\$15	\$15	\$200,000 \$158,444	\$24,160	\$1 for second half-year 1904	9 1/2 %	\$6 1/2 buyers
Indo-China Steam Navigation Company, Limited.....	10,000	£10	£10	\$200,000 Tls. 25,000	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	4 1/2 %	\$125 buyers
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	Tls. 25,000 £4,016	Tls. 43,763	Tls. 2 1/2 final making Tls. 4 1/2 for 1904	8 1/2 %	Tls. 55 buyers
"Shell" Transport and Trading Company, Limited.....	2,000,000	£1	£1	\$40,000 \$60,000 \$15,093	£58,852	Interim of 1/- (Coupon No. 5) for 1904	7 1/2 %	Tls. 276 buyers
"Star" Ferry Company, Limited.....	10,000	\$10	\$5	\$60,000 \$100,000 \$21,675	\$1,287	(\$1.80 & b. 40 cts.) for year ending 30.4.04	6 1/2 %	\$37 1/2 buyers
Straits Steamship Company, Limited.....	5,000	\$100	\$100	\$130,153 Tls. 126,000	\$21,231	\$10 for 1904	8 %	\$125 sales
Taku Tug and Lighter Company, Limited.....	30,000	Tls. 50	Tls. 50	Tls. 276,679	Tls. 6,190	Final of Tls. 12 making Tls. 3 1/2 for 1904	11 1/2 %	Tls. 28 buyers
REFINERIES								
China Sugar Refining Company, Limited.....	20,000	\$100	\$100	\$450,000 none	\$42,812	Final of \$15 making \$20 for 1904	9 %	\$24 sellers
Luzon Sugar Refining Company, Limited.....	7,000	\$100	\$100	\$100,000 Tls. 100,000	Dr. \$85,087	\$3 for 1903	11 1/2 %	\$27 1/2 buyers
Perak Sugar Cultivation Company, Limited.....	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	4 1/2 %	Tls. 60 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.....	1,000,000	£1	£1	\$40,000 none	£7,820	No. 3 of 1/6	5 1/2 %	Tls. 74 sellers
Oriental Consolidated Mining Company, Limited.....	150,000	£1	£1	\$40,000 £4,873	G \$672,091	50 cents making G. \$1 for 1904	5 1/2 %	G \$17 1/2
Pauk Australian Gold Mining Company, Limited.....	50,000	£1	£1	\$40,000	Dr. £4,029	No. 12 of 1/- = 48 cents	...	\$3 1/2 sellers
SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN								
DOCKS, WHARVES & GODOWNS.	16,000	Fr. 250	Fr. 250	Fr. 251,337 Fr. 85,706	Fr. 85,706	Final of Fr. 25 making Fr. 55 for 1903	...	\$400
Geo. Fenwick & Co., Limited.....	6,000	\$25	\$25	\$150,000 \$58,473	\$8,577	\$3.75 for 1904	11 1/2 %	\$33 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd. ....	40,000	\$50	\$50	\$200,000 \$33,500	\$29,422	Final of \$2 1/2 making \$5 for 1904	4 1/2 %	\$105 sellers
Hongkong and Whampoa Dock Company, Ltd. ....	50,000	\$50	\$50	\$250,000 \$60,000 \$155,000	\$498,289	\$6 dividend and \$1 bonus for 2nd half- year 1904	6 1/2 %	\$204 sellers
Howarth Fishline, Limited.....	12,000	\$100	\$100	\$60,000	...	\$10 div. & \$5 bonus for year end. 30.6.04	1 1/2 %	\$170 buyers
New Army Dock Company, Limited.....	6,000	\$60	\$60	\$36,000	\$489	\$12 for 1903	6 1/2 %	\$21 sellers
Riley Hargreaves & Co., Limited.....	6,000	\$100	\$100	\$150,000	\$49,936	\$10 div. and \$1 1/2 bonus for 1903	6 1/2 %	\$255 buyers
S. C. Farman, Boyd & Co., Limited.....	55,000	Tls. 100	Tls. 100	Tls. 900,000 Tls. 48,153	Tls. 48,153	\$7 dividend	8 %	Tls. 155 buyers
Shanghai and Hongkew Wharf Company.....	37,000	Tls. 100	Tls. 100	Tls. 99,880 \$2,000,000	Tls. 10,711	Tls. 5 interim for 1904/5	6 %	Tls. 187 sales
Tanjong Payar Dock Company, Limited.....	37,000	\$100	\$100	\$20,000 Tls. 17,500	\$206,615	Final of Tls. 6 making Tls. 19 for 1904	6 1/2 %	\$395 sellers
Yangtze Wharf and Godown Company, Limited.....	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	\$20 for 2nd half year making \$26 for 1904	9 1/2 %	Tls. 187 buyers
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai) ...	30,000	\$25	\$25	none Tls. 34,000	\$9,989	\$2 1/2 for year ended 30.6.1904	8 %	\$29 sales
Astor House Hotel, Limited (Tientsin).....	2,000	Tls. 50	Tls. 50	Tls. 8,000	Tls. 806	Final of Tls. 5 making Tls. 9	6 1/2 %	Tls. 145 sales
Hongkong Hotel Company, Limited.....	12,000	\$50	\$50	\$100,000 \$10,000	\$3,554	\$5 for second half-year making \$10 for 1904	7 1/2 %	\$144 buyers
Hongkong Land Investment and Agency Co., Ltd. ....	50,000	\$100	\$100	\$250,000 Tls. 13,986	\$37,875	Final of \$6 making \$12 for 1904	9 1/2 %	\$126 sellers
Hotel des Colonies Company, Limited (Shanghai) ...	9,000	Tls. 25	Tls. 25	Tls. 13,986 \$200,994	Tls. 680	Tls. 0.87 for the year ending 31.3.1904	4 1/2 %	Tls. 22 1/2 sales
Humphreys Estate & Finance Company, Limited.....	150,000	\$10	\$10	\$200,994 \$50,000	\$11,958	90 cents for 1904	7 1/2 %	\$13 buyers
Kowloon Land and Building Company, Limited.....	6,000	\$50	\$50	none	\$377	\$3 for 1904	7 1/2 %	\$40 sellers
Shanghai Land Investment Company, Limited.....	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,716	Tls. 3 final and Tls. 2 bonus making	7 %	Tls. 116 sales
Tientsin Hotel des Colonies, Limited.....	1,400	Tls. 50	Tls. 50	none	Tls. 670	Tls. 8 for 1904	10 %	Tls. 47 sellers
Tientsin Land Investment Company, Limited.....	7,276	Tls. 100	Tls. 100	Tls. 7,300	Tls. 725	Tls. 5 for 1904	5 1/2 %	Tls. 125
Wei-hai-wei Land and Building Company, Limited....	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	Final of Tls. 4 making Tls. 7 for 1904	5 1/2 %	Tls. 12 buyers
West Point Building Company, Limited.....	12,500	\$50	\$50	none	\$1,427	Final of \$1.70 making \$3.20 for 1904	5 1/2 %	\$55 sales
COTTON MILLS.								
Fwo Cotton Spinning and Weaving Company, Ltd....	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	10 %	Tls. 40 sellers
Hongkong Cotton Spinning, Weaving and Dyeing } Company, Limited.....	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	3 %	\$16 1/2 sellers
International Cotton Manufacturing Company, Ltd....	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,227	Tls. 13,629	Interim of 3 % a/c 1898	...	Tls. 40
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 40
Soy Chee Cotton Spinning Company, Limited.....	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4 % for 1897	...	Tls. 180
CIGARS AND TOBACCO COS.								
Alhambra, Limited.....	300	\$200	\$200	none	\$779	\$125 for year ending 30.6.1900	...	\$100 buyers
Philippine Company, Limited.....	7,500	\$10	\$10	none	...	First year	...	\$94 sellers
Shanghai-Sumatra Tobacco Company, Limited.....	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 1/2 %	Tls. 68 sales
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited.....	4,000	\$100	\$100	none	...	First year	...	\$115 buyers
Bell's Asbestos Eastern Agency, Limited.....	8,604	12/6	12/6	none	£161	6d. per share for 1903	5 1/2 %	\$33 buyers
Campbell, Moore & Co., Limited.....	1,200	\$10	\$10	\$8,000	\$1,182	\$3 for 1904	8 1/2 %	\$50
Central Stores, Limited.....	6,000	\$15	\$15	\$12	...	Final of 60 cents making \$1.80 for 1904	8 1/2 %	\$21 sales
Do. (New Issue).....	123	\$15	\$15	\$20,000	\$1,502	None	6 1/2 %	\$8 sellers
China-Borneo Company, Limited.....	24,000	\$12	\$12	none	Nil.	Preferential of 7 per cent for 1904	7 1/2 %	\$13 sellers
China Flour Mill Co., Limited.....	60,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	\$1 for 1904	2 1/2 %	Tls. 65 sales
China Light and Power Company, Limited.....	4,000	Tls. 50	Tls. 50	none	\$1,789	None	...	\$10
China Provident Loan & Mortgage Company, Ltd. ....	30,000	\$10	\$10	none	\$3,331	80 cents for 1904	9 1/2 %	\$17 sales
Dairy Farm Company, Limited.....	100,000	\$10	\$10	\$8,000	...	\$14 for year ending 31.7.1903	...	\$17
E. L. Mondon, Limited.....	25,000	\$7 1/2	\$7 1/2	none	Dr. Tls. 152,318	Tls. 5 for 1902	8 %	Tls. 25 sales
Fraser and Neave, Limited.....	7,000	Tls. 50	Tls. 50	none	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	8 %	\$93 buyers
Green Island Cement Company, Limited.....	4,500	\$50	\$50	\$112,500	\$95,054	\$2 for 1904	7 1/2 %	\$204 sales
Do. (New Issue).....	100,000	\$10	\$10	\$200,000	...	First Year	...	\$17
H&A & Holt, Limited.....	50,000	\$10	\$10	\$25,000	\$7,551	Final of \$14 making \$24	10 1/2 %	\$-4 buyers
Hongkong & China Gas Company, Limited.....	21,000	\$20	\$20	\$188,000 £3,109	£7,625	£1 div. and 2 1/2 bonds for 1903	7 1/2 %	\$160 buyers
Hongkong Electric Company, Limited.....	7,000	£10	£10	£3,000	...	£1.00 for year ending 30.4.1904	1 1/2 %	\$174 buyers
Hongkong High-Level Tramways Company, Ltd.....	30,000	\$10	\$10	none	\$1,747	\$5 for year ending 30.11.1904	4 1/2 %	\$114 buyers
Hongkong Ice Company, Limited.....	1,750	\$100	\$100	\$50,000	\$5,795	Final of \$13 making \$17 for 1904	7 1/2 %	\$227 1/2 sellers
Hongkong Rope Manufacturing Company, Ltd.....	5,000	\$35	\$35	\$60,000	\$5,336	\$10 for 1903	7 %	\$242 1/2 buyers
Hongkong Steam Waterboat Company, Limited.....	10,000	\$50	\$50	\$2,500	\$11,137	Final of 70 cts. and 50 cts. bonus making	10 1/2 %	\$174
Kat Brothers, Limited.....	15,000	\$10	\$10	\$2,500	\$299	\$1.50 for the year ended 30.9.04	6 1/2 %	\$135 buyers
Latze, Crawford & Co., Limited (Shanghai) ...	10,000	\$100	\$100	none	\$3,400	\$8 for 1904	7 1/2 %	\$140 buyers
Maatschappij tot Mijn- en Landbouw- exploitatie in Langkat, Limited.....	25,000	Ga. 100	Ga. 100	Tls. 528,210 Tls. 19,465	Tls. 35,849	Interim of \$5	13 %	Tls. 235 sales
Maynard and Company, Limited.....	3,400	\$10	\$10	none	...	Final of \$3 making \$5 for the year ending	9 %	\$54 sales
S. Moutrie & Company, Limited.....	4,000	\$50	\$50	\$5,000	\$332	Final of \$3 making \$5 for the year ending	9 %	\$50
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd. ....	1,200	\$50	\$50	none	Dr. \$5,537	None	7 1/2 %	Tls. 112 buyers
Shanghai Gas Company, Limited.....	16,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 108,172	Tls. 8,011	Final of Tls. 5 making Tls. 4 1/2 for 1904	7 1/2 %	Tls. 75 sales
Shanghai House Bazaar Company, Limited.....	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,227	Tls. 5 for 1903	7 1/2 %	Tls. 150 sales
Shanghai Pulp and Paper Company, Limited.....	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,958	Final of Tls. 8 making Tls. 14 for 1904	9 1/2 %	Tls. 410
Shanghai Waterworks Company, Limited.....	7,000	£30	£30	Tls. 25,000	Tls. 7,360	Final of 37/6 making 52/6 for 1904	8 %	\$80
Singapore Dispensary, Limited.....	6,000	\$25	\$25	\$20,000	\$1,760	\$64 for year ended 31.7.1904	8 %	\$25
South China Morning Post, Limited.....	5,000	\$5	\$5	none	Dr. \$30,020	None	8 1/2 %	\$7 buyers
Team Laundry Company, Limited.....	10,000	\$5	\$5	none	\$3,444	60 cents for year ended 31.5.04	8 1/2 %	\$5
Straits Ice Company, Limited.....	2,000	\$100	\$100	\$25,000	\$700	First year	...	\$150 buyers
Straits Trading Company, Limited.....	250,000	\$10	\$10	\$50,000	\$84,813	\$10 for second half-year 1904	13 1/2 %	\$47 sales
Tientsin Native City Waterworks Company, Ltd.....	2,941	Tls. 100	Tls. 100	none	Tls. 2,025	\$1 div. and 25 cts. bonus for half year	6 1/2 %	Tls. 100
Tientsin Waterworks Company, Limited.....	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 2,211	Tls. 2 for half year	9 1/2 %	Tls. 125
United Asbestos Oriental Agency, Limited.....	9,000	\$10	\$10	\$20,000	\$480	Final of Tls. 4 making Tls. 8 for 1904	6 1/2 %	\$98 buyers
Do. (Founders).....	100	\$10	\$10	\$20,000	...	\$29.70 for year ended 31.5.1904	14 1/2 %	\$180 buyers
Watson, A. S. & Co., Limited.....	50,000	\$10	\$10	\$250,000	\$2,833	Interim of 50 cents for 1904	7 1/2 %	\$134 buyers
Wong & Co., Limited.....	10,000	\$10	\$10	\$25,000	\$688	Interim of 50 cents for year 1903/1904	14 1/2 %	\$114 buyers